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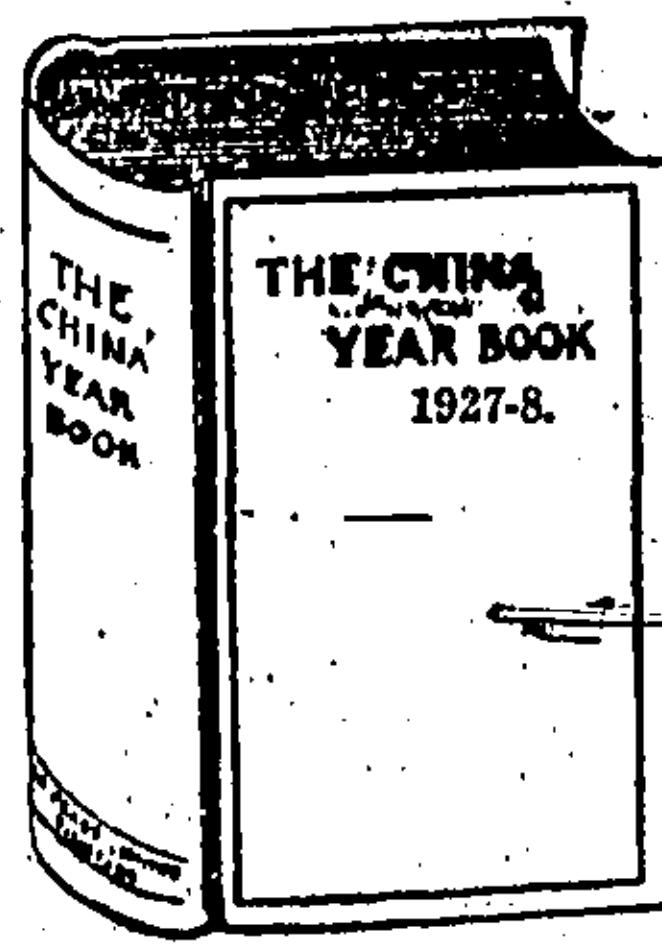
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NOTICES.**NOTICE.****HONG KONG WATERWORKS.**

IT IS HEREBY NOTIFIED that on and after THURSDAY, the 9th instant, A CONSTANT SUPPLY OF WATER will be Turned on in ALL RIDER MAIN DISTRICTS.

HAROLD T. CREASY,
Water Authority.

Public Works Department,
Hong Kong, 7th August, 1928.

**NOTICE.****RELAYING OF THE TRAMWAY TRACK.**

DES VOEUX ROAD CENTRAL at the junction of JACKSON ROAD will be CLOSED to WEST BOUND - VEHICULAR TRAFFIC from 9 a.m. WEDNESDAY, 8th August, until further notice.

WEST BOUND TRAFFIC will be diverted by way of QUEEN'S ROAD CENTRAL and WARDLEY STREET.

E. D. C. WOLFE,
Captain Supt. of Police.
Hong Kong, August 7, 1928.

**PUBLIC AUCTION.**

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 13th day of August, 1928, at 3 p.m., at the Offices of Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Containing in Sq. Ft.	Annual Rent
1	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	1,000,000	10,000

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, the 10th August, 1928,
commencing at 2.30 p.m.,
at their Sales Room,
Duddell Street.

A Large Quantity of
**VALUABLE HOUSEHOLD and
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Comprising:—
Teak Hatstand, Bookcase, Glass Cabinet, Chesterfield Couch and Armchairs, Roll and Flat Top Desks, Typewriter Tables, Filing Cabinets, Typewriters, Surveyor's Instruments, Table Fans, Carpets, Rugs, Curios, Brass Ornaments, Tennis Racks, etc., etc.
Teak Dining Tables, Sideboards, Dinner Wagon, Ice Chests, Glass Ware, Crockery, Kitchen Gear, etc., etc.

Iron and Teak Bosteads with Mattresses, Wardrobes with Mirrors, Dressing Tables, Chests of Drawers, Cupboards, Washstands, Shaving Stands, etc., etc., also

A Quantity of
BLACKWOOD FURNITURE

and
Three Enamelled Baths
One Grand Piano by Brinsmead & Sons
Three Victrola Gramophones and Record Cabinets
Four Cameras
One Royal Enfield Motor Cycle
One Perambulator
35 Volumes Encyclopedia Britannica.

On View from Thursday, the 8th August, 1928.

Terms:—Cash on Delivery.
Catalogues will be issued.
LAMMERT BROS.
Auctioneers.
Hong Kong, August 6, 1928.

MANCHESTER TRADE**CHINA OUTLET VERY QUIET.****YARN POSITION.**

Following is Messrs. J. F. Hutton's Manchester market report dated July 4 last:—

Spot cotton continued to rise steadily during the past week, influenced by gloomy weather reports from the States, and although week-end cables stated that conditions had on the whole improved considerably, the market did not show any marked response. A warm sunny period is now urgently wanted to enable operators on this side to negotiate with confidence. Things are quieter now than they have been for some time past, and it is evident that overseas buyers are paying attention only to necessities while holding off and waiting for a decline in the market. This depends to a great extent on both the weather reports and to the official report on the acreage which is due next week.

The feeling of uncertainty existing at the present time has cut down demand to a minimum. It is to be hoped that the coming reports will go a long way towards dispelling the state of lethargy which has overtaken the market.

Enquiry from India was on the small side. A few lines of grey shirtings were reported to have been booked with Calcutta for July-August shipment, as well as several small lots of dhotees. Bombay and Karachi have shown some interest in whites and greys, the former also having enquired for prints. The upcountry markets have fallen off to a marked extent, what offer have come to hand have been chiefly for prints, but only in negligible quantities.

China Business.
The improved conditions in China have not as yet resulted in more active business. This outlet has been particularly quiet during the past week. Singapore and the Far East are also quiet at the present as is also Egypt. South America is regarded as giving some grounds for optimism in the near future although business remains very restricted at present.

Demand from the Continent has fallen off somewhat together with Home trade.

Business in yarns has been very slow during the week. There has been less enquiry and the uncertainty in the American section with regard to the short time movement has made itself felt. It is reported that further schemes are receiving attention in case the Federation fail to reverse the recent ballot decision at their next attempt.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

ON
TUESDAY, the 14th August, 1928,
commencing at 10.30 a.m.
at Godown No. 18, The Hong Kong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

A Large Quantity of
MISCELLANEOUS GOODS

Comprising:—
Square Iron, Swing Check Valves, Show Cards, Chlorate of Potash, Broken Glass, Sulphuric Acid, Dye Samples, Wood Tar, Hats, Aeroplane Parts, Lamp Shades, Switches, Cord Holders, Films, Cotton, Cotton Piece Goods, Paper, Account Books, Cigarettes, Fish Plates, Dog Spikes, Bolts and Nuts, Steel Clips, Iron Gates, Joists, Stanchions, Old Wire Rope, Motor Car Tyres, Old Wire Rope, Underwear, Vices, Iron Plate, Wire Cable, Glass Ware, Plank, Dried Shrimps, Beche de Mer, Sulphate of Ammonia, Lumber, Flour, Chemical, Shocks, Cuff Links, Cassia, Galvanized Sheets, Flat Bars, Matches, Square, Round and Flat Iron, Pipes, Salt Flats, Porcelain, Coal, Bentwood Chairs, Wine Pears, Sardines, Raspberries, Asparagus, Apricots, Plums, etc., etc.

Terms:—Cash on Delivery.
LAMMERT BROS.
Auctioneers.
Hong Kong, August 8, 1928.

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If you are suffering from Catarrh, Kidney, Stomach trouble, Dropsy, Indigestion, Constipation, Eczema, Blood Poison, Diabetes, Bright's Disease, Lung, Constipation, Tumor, Ulcer, Hay fever, Malaria, Nervousness, Rheumatism, Coughs, Throat Trouble, or other ills, there is hope for your relief through the FOO ON CHINESE HERBS.

PO ON HERB CO.,
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Phone C. 5009.

GREAT STORMS.**BIG HAILSTONES CAUSE TREMENDOUS DAMAGE.****DEATHS FROM HEAT WAVE.**

London, July 5.

Thunderstorms of unusual severity, both in Canada and Europe, have caused loss of life and serious damage to crops and buildings.

In Toronto three men were killed and four were injured by lightning during a violent storm. The lightning put out of commission the lighting of a considerable proportion of the city for part of the afternoon. Torrents of water flooded the subways and many cellars were inundated.

Shortly after midnight on July 3, Paris witnessed a freak storm. For about ten minutes great chips of ice beat down upon the city and the lightning was so continuous that it appeared as though the flicking of some gigantic bonfire was being reflected in the sky.

Crowds of people were caught unawares and rushed wildly for shelter.

Glass Houses Shattered.

In the Rhineland a heavy thunderstorm, accompanied by fierce rain and hailstones as big as walnuts, raged on the night of July 3, doing damage to the fruit and vine crops. Several buildings were struck by lightning.

On a market gardener's estate near Trier more than 2,000 panes of glass were broken. Another gardener cleared away several barrowloads of broken glass.

A terrific gale or wind from the northwest suddenly struck Berlin causing a vast amount of damage. Roofs were carried away, trees were uprooted, tramway wires were torn down, plate-glass windows were blown in and there were numerous narrow escapes from falling tiles, timber, and scaffolding.

At the Tempelhof Aerodrome a roof was lifted off one of the sheds and crushed two aeroplanes in its fall. A large passenger aeroplane lying out in the open was lifted from its anchorage, overturned with great force and destroyed.

For three days a heat wave has prevailed at Detroit. Three persons have died, and scores have been treated for prostration.

As the result of drought in many parts of Mexico cattle are dying, the crops are being burned up, and farmers are being faced with heavy losses. Conditions are worst in the Central States, the granary of Mexico, where the corn crop has almost been ruined. The weather bureau has not recorded a similar drought in its 30 years of existence.

Forest fires have been raging in Sakhalin for several days past and are assuming menacing dimensions. The coal and oil region is affected. — "Morning Post."

BARE-KNEED.**MILLIONAIRE BARS GIRLS AT UNIVERSITY.**

Cleveland, Ohio.—A Cleveland coal magnate offered a million dollars (\$200,000) to Cornell University in his will provided the University would agree to abolish the College club system and the co-educational features of the curriculum.

The millionaire was asked to become a member of the Cornell Club, and replied in an open letter to the President of the University saying that he was ready to give a million dollars, but he refused "to contribute ten cents to the present misfit University with its caste system and 'sexy' characteristics."

"I refuse," he added, "to get steamed up over Cornell with its large mass of unwelcome misplaced women called co-eds. Who can get the date of the Norman invasion or the French irregular verbs fixed in his mind when a bare-kneed 'cutie' all scented up is sitting just across the aisle? No one without the resistance of Galahad!"

"Woman's main purpose in life is to get a husband. After four academic years she understands no language but that of 'If I were King,' and no music but a wedding march."

STAINED GLASS.

\$27,000 FOR WINDOWS.

London, July 18.
Eleven remarkable 16th Century stained-glass windows from the chapel at Ashridge Park were sold at Sotheby's to-day for \$27,000.

For a short run
take a

TAXI.**THE TRAGIC CLOWN.****JOE GRIMALDI ON THE STAGE AND OFF.**

One hundred years ago—on June 27, 1828—Joe Grimaldi, the greatest clown in the annals of the theatre, made his last bow to the public. Broken in health and spirit, almost too weak to stand, he contrived to fulfil the announced promise to "act clown in one scene" before his last audience. Then, in private dress, amidst the thunders of applause which rang through Drury Lane, he made his farewell speech. "To-night has seen me assume the motley for the last time—it clung to my skin as I took it off, and the old cap and bells rang mournfully as I quitted them for ever...."

A SIMPLE NATURE.

A life of hard work and sobriety; a sentimental and protracted love-affair; a simple nature, subject to profound despondency under the burden of many financial and domestic disappointments; a quiet life in a cottage at Finchley rather than revelry in town; a passion for long country walks in search of butterflies; a man of great feeling and sensibility; these do not accord with the once popular idea of a mirth-maker's private life. Grimaldi's "Memoirs," edited and prefaced by the immortal "Boz," and illustrated by Cruikshank, contain little of humour, but relate many of the serious, even tragic, adventures which befell the unlucky man whose mission it was to send crowds into paroxysms of laughter.

Young Joe, aged three, made his first appearance at Sadler's Wells—as a monkey on a chain. The clown (his father) would swing him round, at chain's length, with the utmost velocity. Here he had his first mishap. One evening the chain broke. The "monkey" was hurled into the pit, but escaped serious injury through (to quote "Boz") "being flung into the very arms of an old gentleman who was sitting gazing at the stage with intense interest." A few years later Grimaldi had small parts at Sadler's Wells and Drury Lane. Frequently he was engaged at both on the same evening and had to run from one to the other, which he is reported to have done in eight minutes; from Sadler's Wells to the Haymarket took him a quarter of an hour.

MISHAPS AND MISFORTUNES.

At the age of nineteen Grimaldi married the daughter of one of the proprietors of Sadler's Wells. His courtship had been long and anxious on account of the difference in social status. But a reputation for hard work and steadiness turned the scale, and he was overjoyed when eventually Mr. Hughes gave his consent. His happiness was of short duration. In the following year his wife died. Joe was distracted, and his mental condition caused great anxiety. Yet he attended the theatre as usual, "chalked" over the seams which mental agony had worn upon his face, to be hailed with boisterous applause in the merry Christmas pantomime.

ONE THING AFTER ANOTHER.

His second marriage was the outcome of another stage mishap. A pistol was accidentally discharged in his top-boot, and while the audience laughed heartily, thinking it a good joke, Grimaldi continued playing his part in great agony with the inside of his boot on fire. Miss Bristow, an actress at Drury Lane, nursed him attentively for a month and soon afterwards she became his wife.

In 1803 a mysterious incident occurred which greatly upset the clown. His brother, a sailor, whom he had not seen or heard of for fourteen years, suddenly appeared at the theatre and asked for Joe. The first greetings over, the clown resumed his part on the stage. On the conclusion of the performance he went to change his clothes, having arranged that his brother should go home with him. Hurrying down from the dressing-room he made his way to the spot where he had left his brother. He was not there. The doorman reported that a man had gone out a few minutes earlier. Joe rushed off in pursuit, but could see no sign of his brother. Nor did he, or anyone, ever see the sailor again. It was assumed that he was murdered by someone who knew he possessed appointments. His reputation as a

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STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during August, 1928, standard time for the 120th meridian, East of Greenwich, is as follows:—

August	Sunrise	Sunset
1	5.57	7.00
2	5.58	7.00
3	5.58	6.59
4	5.58	6.58
5	5.59	6.57
6	5.59	6.56
7	5.59	6.55
8	5.59	6.55
9	6.00	6.55
10	6.01	6.54
11	6.01	6.53
12	6.02	6.52
13	6.02	6.51
14	6.02	6.50
15	6.02	6.49
16	6.03	6.48
17	6.03	6.47
18	6.04	6.46
19	6.04	6.45
20	6.04	6.44
21	6.04	6.43
22	6.05	6.42
23	6.05	6.41

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TENYO MARU Tuesday, 21st August.
KOREA MARU (Calls Los Angeles) Tuesday, 4th September.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
ATSUTA MARU Saturday, 11th August.
KASHIMIR MARU Saturday, 26th August.
SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU Wednesday, 22nd August.
TANGO MARU Monday, 19th September.
BOMBAY via Singapore, Penang, & Colombo.
TAMBA MARU Saturday, 11th August.
TOTTORI MARU (omits Penang) Monday, 27th August.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
ANYO MARU Saturday, 18th August.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU Thursday, 6th September.
NEW YORK AND BOSTON via PANAMA.
CALCUTTA MARU Thursday, 16th August.
LIVERPOOL via Port Said, Geneva, Marseilles.
DELAGO MARU (Calls Glasgow) Friday, 17th August.
CALCUTTA via Singapore, Penang & Rangoon.
MALACCA MARU Thursday, 9th August.
PENANG MARU Sunday, 19th August.
NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU Friday, 17th August.
SHANGHAI, KOBE & YOKOHAMA.
NAGATO MARU (Mojji direct) Friday, 10th August.
MATSUMOTO MARU Sunday, 19th August.
RANGOON MARU (Mojji direct) Monday, 20th August.
FUSHIMI MARU Monday, 20th August.

†Cargo only.

Subject to alteration without notice.

For further information apply to—**NIPPON YUSEN KAISHA.**
Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.
ATLAS MARU Thursday, 9th August.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
MONTEVIDEO MARU Friday, 10th August.
BOMBAY—Via Singapore & Colombo.
SUMATRA MARU (Calls at Penang) Sunday, 19th August.
DURBAN, DELAGO BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—Via Singapore and Colombo.
MEXICO MARU Wednesday, 29th August.
CALCUTTA—Via Singapore, Penang and Rangoon.
KASADO MARU Saturday, 25th August.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and
Japan ports.
MELBOURNE—Via Manila, Brisbane & Sydney.
MADRAS MARU Wednesday, 5th September.
BANGKOK—Via Saigon.
HAIPHONG—Via Hanoi.
MENADO MARU Thursday, 16th August 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
HAYRE MARU Tuesday, 14th August.
JAPAN PORTS.
ALASKA MARU Friday, 10th August.
SOURABAYA MARU Friday, 10th August.
TACOMA MARU Wednesday, 15th August.
KEELUNG—Via SWATOW & AMOY.
HOZAN MARU Sunday, 12th August noon.
KISHU MARU Sunday, 19th August Noon.
TAKAO—Via SWATOW & AMOY.
DELI MARU Thursday, 9th August noon.
TAKAO & KEELUNG.
SOURABAYA MARU Friday, 10th August.
For further particulars please apply to—**OSAKA SHOSEN KAISHA.**
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

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SHIPPING SECTION.

MAIL CONTRACTS.

PROVISIONS OF THE JONES-WHITE ACT.

VESSELS WHICH BENEFIT.

Only the new or improved vessels under private operation in the essential ocean shipping lanes are entitled to the mail contract benefit of the Jones-White Shipping Act, under an interpretation agreed to by the Shipping Board, states a Washington message. Stating that the first of such new or improved vessels must be entered on the service not later than three years after the signing of the mail contracts, the Board announced in a statement that the bulk of the cargo ships now in operation under the U.S. flag do not meet the requirements and that consequently new construction is necessary. The inference was drawn that the Board intended to restrict this interpretation of the mail contract provision almost entirely to cargo ships.

The mail contract provisions of the Jones-White Bill provide for a graduated scale of compensation which is about double the old scale. The Board has made it known that it was its judgment that "mail contracts under the Jones-White shipping legislation should provide for new or improved vessels for the services, the first of such vessels to be entered on the service not later than three years after the signing of the mail contract."

"The Board feels that Congress has unmistakably supported its purpose in enacting the Jones-White Act; that purpose is to build up a privately-owned U.S. merchant marine comparable in quality with the merchant fleets of other nations. The bulk of the cargo ships now in operation under the U.S. flag do not meet these requirements, and therefore new construction is imperative or the purpose of the law will be defeated. The Board is in agreement on this interpretation of the purpose of Congress in passing the Merchant Marine Act, known as the Jones-White Bill."

THE PURCHASERS' OPTION.
Bids for the United States Lines and the five passenger and cargo vessels of the American Merchant Lines are to be asked for by the Shipping Board, as soon as specifications can be prepared. It is understood that purchasers will have the option of excluding the cabin liners "President Roosevelt" and "President Harding" from their bids, and including the "Mount Vernon" and "Monticello," with the proviso that the latter two may be reconditioned in accordance with the purchaser's own plans rather than in accordance with the plan previously adopted by the Board for reconditioning these vessels at a cost of \$1,200,000 each.

Replacements of existing tonnage in the United States Lines fleet are considered imperative as the fleet in its present condition is badly balanced, states the "New York Journal of Commerce," having only one first-class ship, the "Leviathan," with a speed of 23 to 25 knots. The next in line is the "George Washington," with a speed of about 18 knots, followed by the "America," "Republic," "Harding" and "Roosevelt," with speeds ranging from 16 to 18 knots. With the exception of the "Leviathan," all are cabin class ships, and it is not believed that the "Mount Vernon" and "Monticello" can be economically operated in any other class than this or at a higher speed than 18 knots.

cello" can be economically operated in any other class than this or at a higher speed than 18 knots.

LIMITED PASSENGER CAPACITY

The "President Roosevelt" and "President Harding" are not considered desirable units for the combined services because of their limited passenger capacity, but it is admitted that they would be usable in various other services. In fact it is known that at least four companies have already indicated their intention of bidding for one or both of the vessels if they are offered for sale apart from the other vessels of the United States Lines.

As for the combined services it is certain that Mr. Lawrence K. Wilder and associates will be among the bidders, inasmuch as it is largely due to the recent announcement of his desire to purchase the line that specifications are now being prepared. Two other groups also are expected to submit bids, and it is thought that the Board will be willing to dispose of the lines on very reasonable terms, provided the purchasers guarantee replacement of the present tonnage with modern vessels of greater speed.

Replacements would be well taken care of by Mr. Wilder's previously announced plan for the consideration of six 33-knot liners to be built by the Transoceanic Corporation for operation in a four-day service across the Atlantic with aeroplanes as an adjunct for speeding up the mail service as outlined in "The Journal of Commerce" recently. With assurance of such a programme of new construction, it is assumed that the Postmaster-General would be willing to award a generous mail contract to the purchaser of the combined services.

It is considered likely that the bids for the United States and American Merchant Lines will be asked for in advance of the consolidation of the America, France and American Diamond lines, and it is also understood that the Board has further sales in view and that in the event of failure to sell any of the services to be advertised there may be transfers to other operators with the understanding that the latter shall purchase the lines after a certain period of preliminary operation.

H.M.S. "KENT."

NEW FLAGSHIP FOR CHINA STATION.

H.M. 10,000-ton cruiser "Kent," which has been built and equipped at Chatham Dockyard at an approximate cost of £2,169,828, has been manned by a full crew from the Nore Naval Depot and commissioned by Captain J. Wolfe Murray, D.S.O., for service in the Far East as flagship of Vice-Admiral Sir Reginald Yorke Tyrwhitt, Bt., K.C.B., Commander-in-Chief of the China Station.

The "Kent's" engines are of 80,000 h.p., and she is equipped with eight 8in. four 4in. anti-aircraft and four 3-pounder guns, and four 2-pounder pom-poms. The "Kent" is to relieve the cruiser "Hawkins," which is serving her third commission as flagship on the China Station, and on relief by the "Kent" is to return to Britain to pay off for refit. The "Kent" was to leave Chatham on July 3, and on the day previous was to be presented with plate and a special ship's bell subscribed for by residents of the County of "Kent" in response to an appeal by Countess Stanhope, who christened the cruiser at Chatham just over two years ago. The "Kent's" sister ships are the "Cumberland," "Berwick," "Suffolk," and "Cornwall."

MOVEMENTS OF STEAMERS.

The P. & O. s.s. "Kidderpore" left Shanghai for this port on the left Shanghai for this port yesterday at 4 p.m. with the Malls, and is due here on August 11 at about 6 a.m.

The Ben Line s.s. "Benlad" from Middlesbrough, London, Straits and Philippines is due to arrive here on Aug. 14.

The C.P.S. R.M.S. "Empress of Russia" left Vancouver for Hong Kong, via Japan ports and Shanghai on August 2, and is due here on August 20.

The M.V. "Japan" (Swedish East Asiatic Co., Ltd.) left Hamburg on July 7, and is due here on or about August 22.

The M.V. "Sumatra" (Swedish East Asiatic Co., Ltd.) left Hamburg on July 22, and is due here on or about August 31.

FOR ABADAN.

NEW FLOATING DOCK LAUNCHED.

BRITISH ENTERPRISE.

The steel self-docking floating dock built by Sir W. G. Armstrong, Whitworth & Co., for British Tanker Co., Ltd., London, was launched from the Armstrong yard last month. The principal dimensions are: Length over platforms, 194ft.; length over pontoons, 172ft. 11in.; overall width, 61ft. 3in.; clear width between fenders, 44ft. 6in.; overall depth of pontoons, 5ft. 10in.; number and length of pontoons, four at 41ft. 8in.; space between pontoons, 2ft. 1in.; overall length of side walls, 152ft. 11in.; overall height of side walls above edge of pontoons, 19ft. 1in.; overall width of side wall, 6ft. 3in.; draft of water keel blocks, 12ft. 6in.; corresponding freeboard of side walls, 3ft. 8in.; height of keel blocks, 3ft.; depth of water required at site, 22ft.; time of lift (vessels of 600 tons 10ft. draft), two hours.

Of the double-sided self-docking type known as the "sectional pontoon," it consists of a lifting portion, formed of four pontoons, attached to two parallel side walls, which are continuous over their whole length. When floating in fresh water at 36 cu. ft. per ton, it can lift and carry a vessel displacing 750 tons, when the corners of the pontoon deck at the front edges of the side wall are level with the surface of the water. It is also capable of being sunk to a depth over keel blocks of 12ft. 6in., the corresponding freeboard of the walls being 3ft. 8in. The walls are of vertical plated-in caissons, rectangular, and are situated on top of the pontoons, of which they form a continuation. The starboard wall carries on its top the valve and machinery houses and the port wall carries native accommodation.

The main pumping machinery consists of two sets each made up of a semi-Diesel engine driving a centrifugal pump through level gear and shafting. The engines are of the horizontal vertical spindle type, and are placed directly on top of the main drain running along the bottom of the wall. Each pump is fitted with an efficient air ejector. The installation is capable of lifting a vessel up to 600 tons displacement within two hours. A centrifugal pump of 150 gallons per minute capacity is installed in the starboard wall, and a 3in. fire main with three hose connections is carried along the same wall. The whole dock is electrically lighted. The dock has been constructed to the designs of Messrs. Clark and Standfield, of Victoria-street, London, consulting engineers, and the whole of the work has been carried out under their supervision. It will be ready for leaving the Tyne about the middle of July, and the contract for its delivery at Abadan has been let by Sir W. G. Armstrong, Whitworth and Co., Ltd., to Messrs. F. W. Peddar and Co., London.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "Benalder" are reminded to take delivery of their goods which will be subject to rent after August 10.

CANADIAN PACIFIC

HOME FOR THE HOLIDAYS

Direct Sailing to Europe via
SINGAPORE—COLOMBO—BOMBAY

"EMPRESS OF CANADA"

Leave Hong Kong Nov. 28	Arrive Singapore Dec. 2
" Singapore Dec. 2	" Colombo " 6
" Colombo " 6	" Bombay " 9
" Bombay " 9	" Plymouth " 24

BOOKING NOW OPEN

HONG KONG—MANILA SERVICE.

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Aug. 21	Aug. 23	Aug. 24	Aug. 25
Sept. 4	Sept. 6	Sept. 7	Sept. 9
EMPRESS OF RUSSIA		EMPRESS OF ASIA	

CANADIAN PACIFIC EXPRESS.

TRAVELLERS CHEQUES
PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.762 Cables: "GACANPAC."
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

CANADIAN PACIFIC

Announce Special Round-Trip Summer Excursion Fares.

Effective immediately the following Specially Reduced Round-Trip Fares are available for this Company's Steamers:

From Hong Kong to SHANGHAI and Return	H.K.\$120.00
" " " " NAGASAKI " " "	H.K.\$165.00
" " " " KOBE " " "	H.K.\$210.00
" " " " YOKOHAMA " " "	H.K.\$235.00

Tickets sold at above Rates will be valid for Return Passage up to 3 Months from Date of Issue. Final Limit of Sale 21st SEPTEMBER, 1928.

For further Information and Reservation, Apply to—

CANADIAN PACIFIC

HONG KONG.

Corner Pedder St. & Chater Road. Telephone C. 762.

BRITISH WUCHOW LINE

SAILING DATES FOR AUGUST, 1928 (subject to change).
DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 2.00 p.m.

S.S. "TAI HING"	S.S. "TAI MING"
[1,068 tons—Capt. O. B. Wilks.]	[649 tons—Capt. G. J. Spink.]

AUGUST.		AUGUST.	
SUN. 12th	WED. 22nd	FRI. 10th	SUN. 26th
FRI. 17th	MON. 27th	WED. 15th	FRI. 31st
		MON. 20th	

Regular Service of Fast, High Class River Steamers Having Good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless. These vessels leave Hong Kong for Wuchow (via Samshui, Shihing, Takshing & Desing) and return to Hong Kong (via same Ports) every five days.

Fares for round trip (not including meals) \$20. Meals & Wines are to be obtained on board.

Hong Kong Arrivals and Departures from Ho On Wharf.

For information apply to
87, Connaught Road West,
Phone: Central 893.

KWONG WING Co., Ltd.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF PEKIN" Havre, London, Rotterdam & Hamburg 24th Aug.
S.S. "CITY OF HALIFAX" London, Rotterdam & Hamburg 2nd Sept.

BOSTON, NEW YORK & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF LINCOLN" via Suez Canal 5th Oct.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & HAVANA AMERICAN & ORIENTAL LINE

S.S. "MYRTLEHANE" via Suez Canal 2nd Sept.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" 14th August

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chindo, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—

Telephone Central 474.

THE BANK LINE, LTD.

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE, AND
ELECTRIC WELDERS,
MECHANICAL, AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
Sill (H.W.O.S.T.) 34 ft. 6 in.

—THREE SLIPWAYS—

Capable of Handling Ships Up
to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

Tel. Address: "TAIKOODOCK," HONG KONG.
Telephone: Central No. 212.
Call Flag: "C" over "ANS. PENNANT"

BUTTERFIELD & SWIRE,
AGENTS.
HONG KONG, CHINA & JAPAN.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong	Destination
EXETERPORE	5,234	10th Aug.	Straits, Bombay & Karachi.
SAIPUTANA	16,568	18th Aug.	Bombay, Marseilles & London.
NALDERA	16,088	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,144	15th Sept.	Marseilles, London, Antwerp & Hull.
KASHGAR	9,005	29th Sept.	Marseilles, London, Antwerp & Hull.

*Cargo only.

*Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKIWA	7,436	14th Aug.	Singapore, Penang & Calcutta.
TILAWA	10,006	5th Sept.	Singapore, Penang & Calcutta.
TALAMBA	8,017	2nd Oct.	Singapore, Penang & Calcutta.
TALMA	10,009	12th Oct.	Singapore, Penang & Calcutta.

H.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

PANDA	6,056	31st Aug.	Manila, Sandakan, Thursday Island.
ST. ALBANS	4,500	28th Sept.	Townsville, Brisbane, Sydney & Melbourne.
ARAFURA	6,090	2nd Nov.	
TAKIWA	6,056	30th Nov.	
ST. ALBANS	4,500	28th Dec.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to
Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu,
Bacolod, Tawau, Timor, Darwin, or other ports en route as inducement
to cargo.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TANDA	6,955	9th Aug.	Moji, Kobe & Yokohama.
AVARFIELD	6,006	12th Aug.	Shanghai, Moji & Kobe.
TILAWA	10,006	17th Aug.	Amoy, Moji, Kobe & Osaka.
NALDERA	16,088	17th Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	31st Aug.	Shanghai, Moji, Kobe & Yokohama.
GAMBODA	5,307	1st Sept.	Amoy, Shanghai, Moji, Kobe & Osaka.
ST. ALBANS	4,500	4th Sept.	Moji, Kobe, Osaka & Yokohama.
TALAMBA	8,017	5th Sept.	Amoy, Moji, Kobe, Yokohama & Osaka.
EXETERPORE	5,234	5th Sept.	Shanghai, Moji & Kobe.
THORA	10,023	14th Sept.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,009	20th Sept.	Amoy, Moji, Kobe & Osaka.
LAHORE	5,252	24th Sept.	Shanghai, Moji, Kobe & Yokohama.
KIHIWA	9,135	28th Sept.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONG KONG. Agents.

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE
"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "LYCAON"		Via Suez Canal	24th Aug.
S.S. "PHEMIUS"		Via Suez Canal	21st Sept.
S.S. "CITY OF LINCOLN"		Via Suez Canal	5th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.
Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

FIRST PLANS.

THE U.S. MERCHANT MARINE
ACT.

PROPOSED SHIPS.

The Export Steamship Corporation of New York have submitted to the U.S. Shipping Board the first plans of ships to be built in accordance with the terms of the Merchant Marine Act, recently signed by the President. The plans must be approved by the Navy Department before action may be taken by the Shipping Board toward financing their construction as provided by the law which increased the Loan Construction Fund up to \$250,000,000 and allowed loans up to 75 per cent. of the cost of construction, with interest at the current rate paid by the U.S. Treasury. The Export Steamship Corporation contemplates building four steamers slightly in excess of 8,000 tons gross, 450 ft. in length, with refrigerated space for about 450 tons of cargo. The machinery would consist of three turbines with single reduction gear developing 6,300 s.h.p. under service conditions, giving a speed of 14 knots. There would be four water-tube boilers working at 325 lbs. pressure. Accommodation is provided for 100 passengers.

THE S.S. "CHANGTE."

The "Changte," of which Captain Gambrell is in command, left Sydney on the afternoon of July 18 and arrived in Hong Kong on the morning of August 6, having called at usual Australian ports and Manila. The voyage from Sydney to Hong Kong was therefore made in under 19 days, the same time as was taken by "Taiping" on her last trip and, so far as we are aware, the record for this run.

The local agents are Messrs. Butterfield and Swire.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship "CITY OF KHARTOUM" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 13th August, 1928, will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before 20th August, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

THE BANK LINE LTD.,
General Agents,
Hong Kong, 8th August, 1928.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO',
ANTWERP, LONDON & STRAITS.

THE Steamship "BENALDER."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 10th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 24th inst. or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 9th inst., at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO., LTD.,
Agents,
Hong Kong, 3rd August, 1928.

CONSIGNEES' NOTICE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

INDO-CHINA

STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'au via S'low & S'hai	YATSHING	Sun., 12th Aug. at Noon
T'au via S'low & S'hai	KWONGSANG	Wed., 15th Aug. at Noon
T'au via S'low & S'hai	HOPSAK	Sun., 19th Aug. at Noon
Osaka via Amoy, Shanghai, Moji & Kobe	KUMSANG	Fri., 24th Aug. at 7 a.m.
Canton	KWONGSANG	Wed., 8th Aug. at Midnight
Straits & Calcutta	KUTSANG	Mon., 13th Aug. at 3 p.m.
Straits & Calcutta	NAMSANG	Sat., 25th Aug. at 3 p.m.
Tientsin	CHIPSANG	Fri., 17th Aug. at Noon
Sandakan	MAUSANG	Tue., 21st Aug. at 3 p.m.
Sandakan	HINSANG	Sat., 25th Aug. at 3 p.m.

For Freight and Passage apply to:—

JARDINE, MATHESON & CO., LTD.,

Telephone Central 215.

General Managers.

THE DOLLAR STEAMSHIP LINE

and

THE AMERICAN MAIL LINE

Announce Special Round-Trip Summer
Excursion Fares.

Effective immediately the following specially reduced Round-Trip fares are available for the liners of these companies.

From Hong Kong to Kobe and ReturnH.K. \$210.00

From Hong Kong to Yokohama and ReturnH.K. \$235.00

Tickets sold at above rates will be valid for return passage up to three months from date of issue. Final limit of sale, September 21st 1928.

For further information and reservations apply to

AMERICAN MAIL LINE &
DOLLAR STEAMSHIP LINE.

Hong Kong Shanghai Bank Building (Ground Floor)
Telephones Central 2477, 2478 and 795.

PIERS FOR LINERS.

NEW YORK'S ARRANGEMENT INADEQUATE.

The announcement that the keel of the new 1,000ft. White Star liner has been laid at Belfast, has given rise here (state New York advice) to conjecture as to whether adequate accommodation will be available at the port when the vessels enter the North Atlantic service.

Mr. P. A. S. Franklin, president of the International Mercantile Marine Co., testifying at the hearing before the Harbour Line Board in October last year on the application of the city authorities for extension of the pierhead line in the North River between Thirtieth and Seventy-second streets, said piers 1,000ft. long are barely adequate for docking such a vessel as the "Majestic," and that in view of the plans for a larger liner he would like to see the piers extended to 1,100ft.

The Dock Department, it was brought out at that hearing, has prepared plans for two new 1,000-foot piers, one at 48th-street and the other at 50th-street. With the proposed extension of the pierhead line these could be made 1,100 feet long.

This length could not be attained otherwise, except by digging inland, the cost of which would be practically prohibitive. Plans are also under way for three or four new piers of 1,000-foot length in the Canal-street area. The present Chelsea piers are 925 feet long, including the 100-foot temporary extensions which the War Department is anxious to revoke.

Completion of the proposed 1,000-foot piers, however, would not provide proper accommodation for the large liners now projected by the various transatlantic steamship lines.

The Cunard Line is expected to follow the lead of the White Star in the near future. The Norddeutsche Lloyd is to bring out two 937-foot vessels, the "Eremen" and "Europa," next year. The Navigazione Generale Italiana is reported to have plans in mind for three new high-speed liners about 950 feet long, and it is believed the Hamburg-America Line will come to the front in the near future with two or more vessels at least equal to the "Eremen" and "Europa" in size.

The Four-Day Scheme.

In addition to all these there is the plan of Mr. Lawrence R. Wilder for a fleet of six 900-foot 33-knot liners. While it has been stated that this fleet might be operated from Montauk Point or

New London, it is believed more than likely that in the event of the plan being carried out they will be operated from the port of New York, this being the natural embarkation point for transatlantic passengers. Mr. Wilder is to be one of the bidders for the United States Lines, and it may be expected that in the event of his bid being accepted the new liners would be operated in conjunction with the "Leviathan."

All of which makes it clear (concludes the New York message) that the port is in urgent need of longer piers to accommodate the great liners of the future. It is understood that the city authorities are prepared to go ahead with construction of the required 1,100-foot piers if the War Department gives its approval to the 100-foot extension of the pierhead line between 30th and 72nd-street, which would serve the additional purpose of straightening the line between 60th-street and the lower end of Riverside Park.

President Liner

SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles.
The Sunshine Belt via Honolulu.

Fortnightly sailings on Tuesdays.

Pres. Madison Aug. 14th, at 8 a.m.
Pres. Jackson Aug. 28th
Pres. McKinley Sept. 11th
Pres. Grant Sept. 25th.

To Seattle and Victoria.

The Short, Straight Route to America.

Fortnightly sailings on Tuesdays.

Pres. Pierce Aug. 21st
Pres. Taft Sept. 4th
Pres. Jefferson Sept. 18th
Pres. Lincoln Oct. 2nd.

\$120, \$112 Special through rates to Europe via United States.
Direct connections with all Atlantic lines. Choice of
rail lines across United States and Canada, liberal stop-over privileges for
sight-seeing.

Europe and New York Direct

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal,
Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Harrison Aug. 12th 8 a.m.
Pres. Monroe Aug. 26th 8 a.m.
Pres. Wilson Sept. 9th 8 a.m.
Pres. V. Buren Sept. 23rd 8 a.m.
Pres. Hayes Oct. 7th 8 a.m.
Pres. Polk Oct. 21st 8 a.m.

To Manila

Pres. Pierce Aug. 14th 6 p.m.
Pres. Jackson Aug. 18th 6 p.m.
Pres. Taft Aug. 28th 6 p.m.
Pres. McKinley Sept. 1st 6 p.m.
Pres. Jefferson Sept. 11th 6 p.m.
Pres. Grant Sept. 15th 6 p.m.

For Bookings, Passenger and Freight Information apply to
Hong Kong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795
Cable Address "Dollar."

CANTON BRANCH—304 Ka Naam Tong Building.

American Mail Line

Dollar Steamship Line

AUSTRAL-CHINA NAVIGATION COMPANY

S.S. "CALULU"

will be despatched from Hong Kong

on the 11th August, 1928

for SYDNEY, MELBOURNE & ADELAIDE

via Hilo, Kolambagan, Tarakan, Sandakan,

Balikpapan, Rabaul, Samarai & Port Moresby.

For Freight and Passages apply to:—

DODWELL & CO., LTD.,

Agents,

Queen's Building.

Tel. No. Central 1030.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and
IRON FOUNDERS. All work done in this establishment is guaranteed.
We have over thirty years' experience. We own two shipways and can
accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong, Tel. Central No. 459.
Shipyard: Sham-Sai-Po, Kowloon, Hong Kong. Tel. Kowloon No. 9.

Estimates furnished on application.

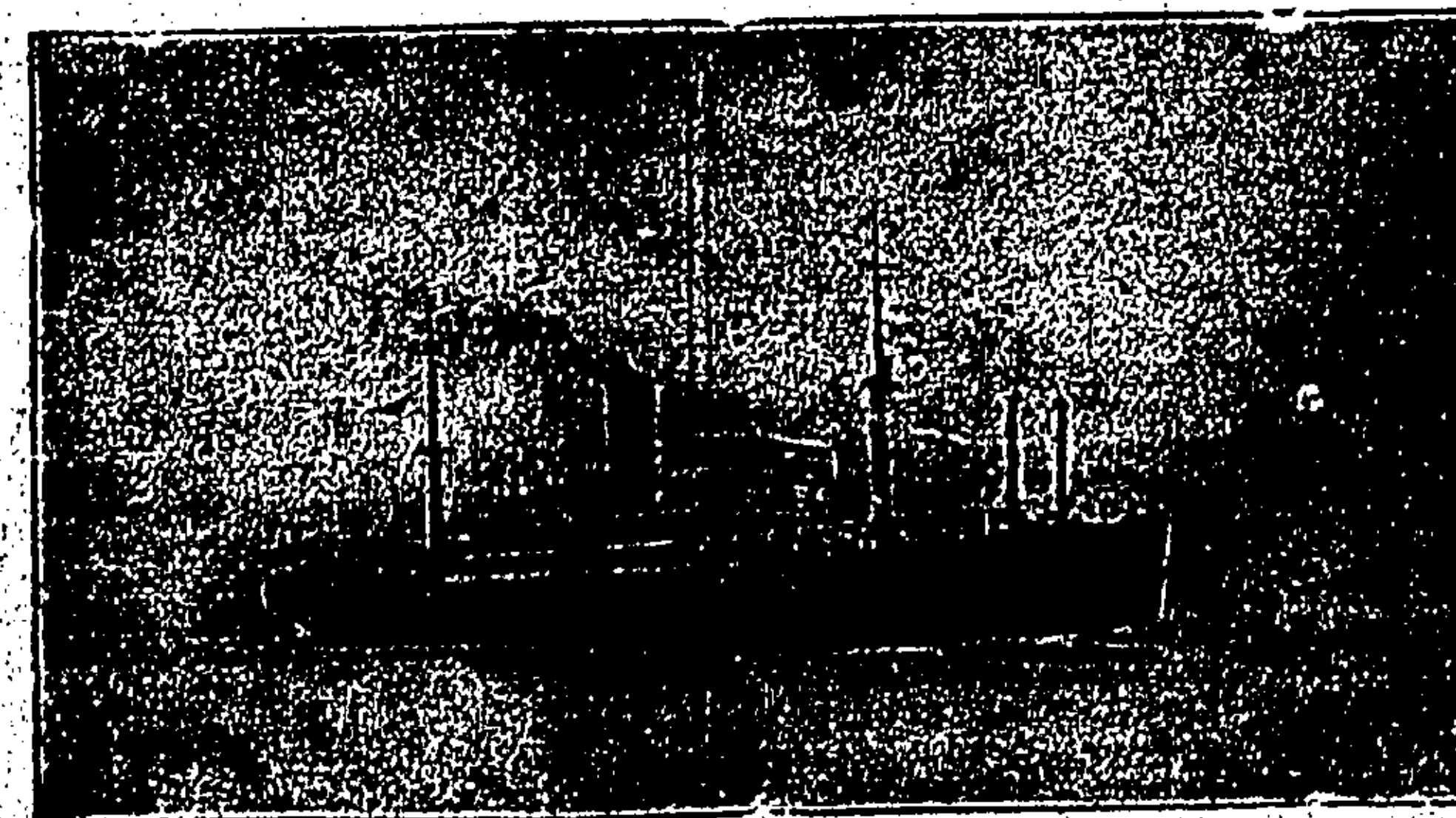
Hong Kong, April 1, 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER
MAKERS, IRON AND BRASS FOUNDERS, FORGE MASTERS,
ELECTRICIANS.



S.S. "TAIPING."

Speed 14.77 I.H.P. 4090 D.W. 4215 tons.

Built and engined by the Hong Kong & Whampoa Dock Co., Ltd.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

Arrived.—Router.

CONSPIRACY CASE.

ALLEGED FRAUD BY MEANS OF FORGED BOOKS.

FURTHER PROCEEDINGS.

Yesterday afternoon Mr. R. E. Lindsell continued the hearing of the case in which Fok Chung-yuen is charged with conspiracy with two other Chinese, now in jail, to defraud the banking department of the Wing On Co., Ltd., out of \$50,000 by means of forged deposit books.

As part of their case the prosecution (conducted by Mr. Somerset Fitzroy, Assistant Attorney General) set forth the operation of accounts with various local banks, which was alleged to constitute part of the conspiracy. Witnesses were called from the Yokohama Specie Bank and from the Bank of East Asia with regard to an amount of \$77,828.08 which was transferred from the one bank to the other. Ling Man-lai, per procurator Manager of the Bank of East Asia, was cashier during the material date of April 25, 1923, when a cheque from the Yokohama Specie Bank was paid into the account of the "Man Fat Company" of which it was shown that Lai Yin-to, S. T. Fok and C. Y. Fok were the partners.

A CHEQUE FOR \$75,000.

The following day, that amount was considerably reduced when a cash cheque was drawn against the account for the sum of \$75,000, and it was shown on the endorsement that the same money was paid to "Chan Tze-kai," whoever that man might be. For a cheque on that account, only two signatures were necessary. Of the three signatories, he only knew Lai Yin-to, personally.

Chang Tai-shun a sub-accountant of the Industrial and Commercial Bank of China—road was the next witness. On August 7, 1923, he said, the "Kwong Cheong" firm opened an account at his bank with a first deposit of \$4,000, and he knew Au Kim-lui as being one of the partners of that firm.

Later, he received one of the red deposit books exhibited in Court as Exhibit C, with the order to collect on behalf of the Kwong Cheong firm the sum of \$50,000 deposited with the Banking Department of the Wing On Company and to credit the Kwong Cheong firm with the same in the account standing in their name in the Industrial and Commercial Bank. But payment was refused when the book was presented at Wing On's, and the man who the next day called on witness as a consequence of that hitch was Au Kim-lui. Besides the name of the firm, Au's signature was all that was necessary for drawings against that account.

Mr. G. S. Hugh-Jones, solicitor of Messrs. Wilkinson and Grist, said he took over charge of the subsequent action by the Kwong Cheong firm and Au Kim-lui against the Wing On Company. He rather fancied that they had been to some other solicitors before they took the case to his office. He could not say whether Au did not bring the defendant into his office as well, as he could not remember. As regards a Chinese book (produced) he thought as far as he could remember, he received it from Au for the purposes of the case.

DIFFERENCES IN PRINTING.

Mr. Wilkie Lam, Manager of the Wing On Banking Department, was shown two red deposit books similar to those issued by his Department. After comparing the two exhibits, which were labelled "B" and "C," witness pointed certain differences in printing and scroll-work appearing on the Chinese page one. The watermark lines in the central page of "C" were placed wider apart than those in the corresponding page in "B." The brackets were also different, the arms in "B" being longer than in "C." The Chinese figure for 1 existed as a bigger character in "B" than in "C." There were also many points where the curves in the fancy scroll-work were broken in "C," which were not broken in "B." In Page 2 of "B" the bottom line did not run straight across.

The same applied to Page 4. In the second column, on the left-hand side, the word "moon" occurred when it should have been "day" in the genuine deposit book. The half-chop on Page One did not correspond with what should have been the other half on the opposite page, showing that two different chops had been used to make one whole impression. It followed then that if one one-half chop was genuine, the other half was not.

Witness in further explanation of what he meant to say, suggested that both genuine leaves and forged ones had been lifted and re-used to make up the "doctored" deposit book that was presented to his Department for the payment of \$50,000.

The case was adjourned.

ON CHEUNG CHAU.

RESIDENTS HOLD ANNUAL MEETING.

NIGHT SWIMMING.

Cheung Chau, Yesterday Several launches and one gun boat have visited our shores with bathing parties on board. Since the rains the weather has cooled down considerably. Another anniversary of note has passed (July 27), that of the 1908 typhoon, which levelled down some of the houses occupied for the first time that summer.

On August 3 an enjoyable outing was held at "Italian Bay," on the west end of the Island, at the kind invitation of Rev. and Mrs. Bay. About 20 guests assembled in the evening, the majority indulging in a swim; others gathered brushwood for the camp fire in which the first course, sausages spitted on a length of split bamboo, were "done to a turn" by each one. Ample provision had been made to satisfy the hungriest.

While waiting for the moon to rise, snatches of well-known songs were sung and when there was light enough to make out the narrow winding path, cheers were given for our host and hostess, and the trip home was made without any accident. The rain of the morning had cooled the air, but none fell to spoil the pleasure of the evening.

The thoughts of many were with Dr. and Mrs. Kirk who sailed on Saturday last for England, and we are sorry to say they are not to return to China. We wish the Doctor every success in the work he is taking up.

The service on the previous Sunday was conducted by the Rev. W. W. Rogers, who gave a short talk to the children and then spoke on some of the ways we could meet the problem of pain and suffering.

Last Sunday, though stormy, the Sunday school was held as usual and in the afternoon the Rev. W. M. Robb of Takling, preached a timely and searching sermon on the words to Elijah "What doest thou here?" having in mind the approaching conference.

On Monday night we were glad to hear that Dr. and Mrs. Goforth had arrived on the Island. They will be the guests of Rev. and Mrs. E. C. Mitchell. We are thankful that Mrs. Goforth, who has been some time in hospital, is so much better and will be able to take her part on the programme as arranged. Next Sunday at 8 a.m. the Rev. W. W. Rogers will administer the Holy Communion to those who wish to partake. This will be the opening service of the conference.

RESIDENTS MEET. August 6 being the first Monday of the month, the annual meeting of the Cheung Chau Residents' Association, was held in the Assembly Hall, the Rev. A. G. Lindquist (second vice president) being in the chair and Mr. Franklin, the secretary and treasurer also on the platform.

Reference was made to the departure of our President, Mr. L. M. Whyte, in March last and our vice president, Dr. J. Kirk's more recent departure as mentioned above. The minutes, being read and balance sheet accepted the following officers were elected:

President: Rev. A. G. Lindquist. Vice President: Mr. G. E. Wetton. Second Vice President: Rev. E. C. Mitchell.

Mr. A. C. Franklin was re-elected as secretary and treasurer. Committee for recreation, medical finance and religious service were nominated and elected.

Rev. J. C. Lowe proposed that a special collection be taken for some needed repairs to the Hall roof. This was passed.

Votes of thanks were passed for the services rendered by officers and members of committee for the past year.

Arrangements are to be made for holding sports for the children. The general meeting was then brought to a close and a meeting of House owners was held to elect new members for the board of trustees for the Hall, the retiring members being Mr. C. G. Alabaster and Rev. A. J. Kemp. Mr. Wetton and Rev. C. J. Lowe were elected in their places.

Discussion on various subjects were held at both meetings. Among the items of interest was the announcement that it was likely that an extra launch would be run from Cheung Chau at 10.30 a.m. also that the journey to Hong Kong might be made in shorter time than at present.—Our Own Correspondent.

ability, even probability, of a war between the Mother Country and the United States.

One of the great reasons for hoping that the Pact proposed by Mr. Kellogg would be carried out was that its ratification would make impossible once and for ever all these lamentable vapourings as to a probable or possible war between the nations. (Applause).

CINEMA NOTES.

"SADIE THOMPSON" AT THE QUEEN'S.

A REMARKABLE FILM.

"Sadie Thompson," Gloria Swanson's latest United Artists' picture which will be screened at the Queen's Theatre from to-day till Saturday, has been adapted from one of the most widely discussed stories of modern literature, "Miss Thompson," by W. Somerset Maugham, produced as a stage play under the title of "Rain."

This daring story of "Sadie Thompson's" domination by a tyrannical reformer on a storm-swept South Sea Island who forces her to confess that she is an exile from the underworld of San Francisco and then determines to break her defiant spirit and gain her repentance, is told with the utmost realism. "Sadie Thompson" is the sort of screen narrative that is of interest to men and women everywhere because its characters are everyday people, and their personalities are believable. The situations which develop from the reformer's struggle to choose between his devotion to duty and the call of worldly desires forms a climax of great dramatic power.

Gloria Swanson plays the colourful role of "Sadie" and is supported by Lionel Barrymore who appears in the picture as the reformer. Raoul Walsh, who made "What Price Glory" directed the picture and also plays the part of a marine whose love and simple faith eventually brings about the salvation of the outcast. Blanche Frederici, William Stanton and many others are also included in the large cast.

Owing to the length of the picture, performances start promptly at the special times of 2.30, 5.00, 7.15 and 9.30.

ANGLO-U.S. AMITY.

COMMANDER KENWORTHY DISCUSSES BLOCKADES.

Lieut.-Commander Kenworthy, M.P., spoke at the Congress on Anglo-American relations, held by the National Council for the Prevention of War at Caxton Hall on July 7, on "Sea Power, the Price of Freedom."

He said that the acceptance of the Kellogg proposals by the British Dominions and the other great Powers, and the consequent renunciation by them and us of war as an instrument of national policy, must mean, sooner or later, a re-statement of the position of Britain in regard to her right of blockade. The theory that the British Navy could in the future reduce her enemy by blockade in the way Napoleonism and Kaiserism were reduced was doubtful, added Commander Kenworthy. We were not likely to have the same favourable conditions in another war that we had in the last one.

Having accepted the Kellogg proposals in principle, we should declare our intention of going the whole way with America, and embodying the second of President Wilson's Fourteen Points in Solemn Treaty. This would mean that we agreed to the abandonment of blockade in a private war, and only admitted the closing of the trade routes of the sea by international action for the enforcement of international covenants.

Dependent on Governments. Lord Thomson, the chairman, referring to the question of an International Court of Justice, said that all existing courts were dependent on Governments and Foreign Offices to a very large extent, and it was open to discussion whether it would be possible to create this completely independent body of men, and women perhaps, whom he would describe as world citizens, really inspired by the wider outlook. The British reservations were a far more serious block on the execution of the Kellogg proposals than those put in by the French.

Answering a question by a woman in the audience, on the spirit of such displays as the Hendon Air Pageant, Lord Thomson observed that it was a proof of the existence of the war spirit that such entertainment could compete successfully with other entertainments.

Mr. J. M. Robertson said that he was deeply perturbed at receiving the testimonies of trustworthy men on both sides of the Atlantic as to the existence of a state of positive ill-feeling among the people of each nation against the other nation as a whole. Such feelings, undoubtedly arose from irritations over such things as the War Debt, but they had an unfortunate effect in creating a certain crude body of public opinion that lent itself to the most lamentable of manifestations—the utterances of men of the fighting services as to the possibility of a "freezing" of the Pacific. (Continued at foot of preceding Column.)

THE STATUS QUO.

PORTUGAL REPLIES BY NOTE TO CHINA.

TREATY REVISION QUESTION.

Shanghai, Yesterday. A copy of the Portuguese reply to China on the treaty revision question has been handed to Reuters.

It acknowledges the receipt of Dr. C. T. Wang's Note of July 11, which stated that the Sino-Portuguese Treaty of Dec. 1, 1887, having lapsed on April 25, 1928, has become null and void and that the provisional regulations enclosed with the Note should be used to maintain relations between the two countries.

The reply points out that neither in letter nor in spirit does the Treaty contain any disposition implying that it expired on April 25, 1928.

Change of Conditions.

This date merely marks, according to Article 46, the limit of the period of ten years at the end of which either party would be entitled within six months to demand the revision of the tariff and commercial Articles exclusively.

"The change of political, economical or commercial conditions claimed to have occurred in both countries are not of a nature which entitles China to dissolve the treaty by unilateral withdrawal."

"Under such pertinent conditions and relevant circumstances, the Portuguese Government can but rebut the statement that the Sino-Portuguese Treaty of Dec. 1, 1887, is no longer in force and refuse to acquiesce in the imposition of the provisional regulations."

Mutual Desire.

Nevertheless, the Note continues, in pursuance of the friendly relations maintained between China and Portugal for many centuries the Portuguese Government is prepared to open negotiations for the revision of existing Treaty on a basis of equality, mutual respect and territorial sovereignty.

The Portuguese Government will be willing to conclude a new Treaty with the Chinese Government as soon as circumstances permit the application of its provisions and earnestly hope that the mutual desire of the two countries will be speedily fulfilled.

The Reply is signed by H. E. Joao Antonio de Bianchi, the Portuguese Minister to China.—Reuters.

S.P.C.A. CASE.

FINED FOR CRUELTY TO DUCKS.

Inspector Fowler, of the Society for the Prevention of Cruelty to Animals, this morning charged two holders of poultry stalls in the Central Market, before Mr. R. E. Lindsell, for failing to supply water to ducks in crates.

The first defendant was stated to have failed to provide water in three crates. His excuse was that the ducks had exhausted the water supplied to them, and he had not had an opportunity to refill the cans when the Inspector came.

The Inspector said that before he examined the crates, the defendant assured him that all the fowls were supplied with water. A fine of \$10 was imposed. In the second instance, the charge

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related to two crates of ducks which were without water when the Inspector examined them.

A fine of \$10 was imposed in spite of the defendant's claim that the ducks had only just been brought into his stall and he did not have an opportunity to supply water to them.

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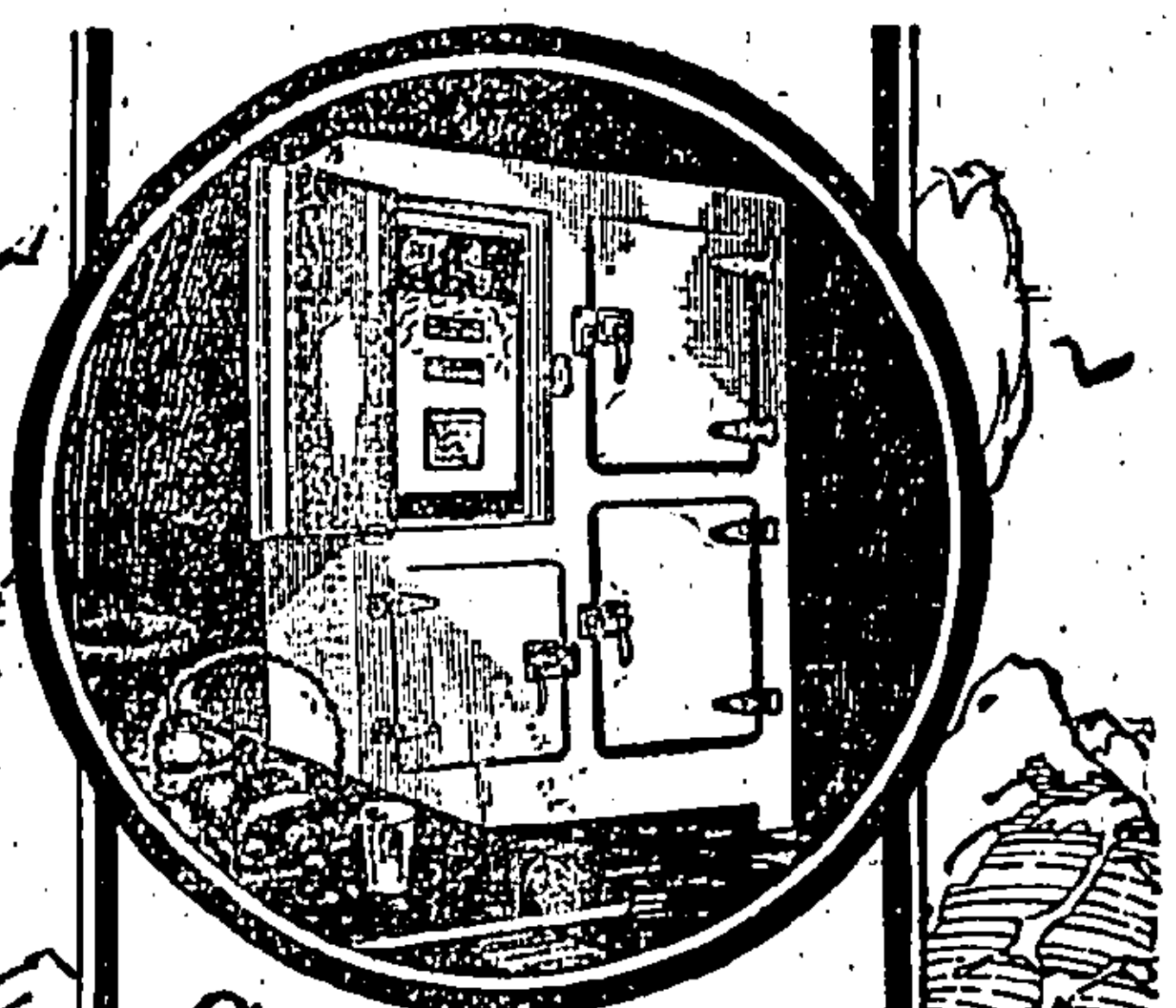
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FULL WATER SUPPLY AGAIN TO-MORROW.

CENTRAL AND WESTERN.

The announcement in yesterday's "China Mail" that the water restrictions in the rider mains of the central and western districts of Hong Kong would be lifted to-morrow was confirmed by the following statement made in the afternoon at the meeting of the Sanitary Board:—

"The rain which has fallen this last week-end has again been disappointing and unevenly distributed. It is hoped, however, to give a full supply to the central and western districts on Thursday morning, Aug. 9."

This came from Mr. W. J. Carrie, Head of the Sanitary Department.

DR. TSO'S QUERIES.

Questions asked, pursuant to notice, by Dr. S. W. Tso, O.B.E., J.L.D., and the official replies by Mr. Carrie, are given herewith:—

(1) "Are the following statements as appeared in the Chinese newspapers, purporting to be made by the Water Authority in explanation of the condition of water supply in the Central and Western districts, correct? namely:

(a) that the fullest capacity of the Pokfulam Reservoir which supplies the Central and Western districts is sixty-six million gallons, out of which five million gallons are useless,

Reply: The questions have been referred to Government and I am authorised to make the following replies:—Yes, the full capacity of Pokfulam Reservoir is 66 million gallons, but water from Pokfulam is usually supplied to the Central District.

(b) that 20 days before the restriction on water supply in the Central and Western districts commenced Pokfulam Reservoir was full to overflowing,

Reply: Restriction was not imposed until 37 days after Pokfulam Reservoir had ceased to be full.

(c) that, on full supply, the Central and Western districts consume three million gallons daily,

Reply: The figure given is incorrect. On full supply, immediately prior to the present restriction, the Central and Western Districts were consuming approximately 9.5 million gallons a day and on restricted supply approximately 7.2 million gallons are being used.

DAILY FIGURES.

(d) that the Tai Tam Reservoir can give a supply of eight million gallons a day,

Reply: Taitam and Taitam Tuk Reservoirs could at present supply 8 million gallons a day, but the Bowen Road Conduit is only designed to carry 7 million gallons a day. Of this only 1.9 million gallons can be passed to the Elliott Filter Beds in the Western District. 2.9 million gallons pass through the Albany Filter Beds and 2.2 through the Bowen Road Filter to the Central District. These figures are of course approximate.

RESTRICTION.

(e) that during the period of restriction the Pokfulam Reservoir supplies to the Central and Western districts 750,000 gallons per day and the Tai Tam Reservoir 1,750,000 gallons; making a total supply of 2,500,000 gallons per day,

Reply: During the period of restriction Pokfulam Reservoir is supplying only 500,000 gallons a day; this, with the supply from Taitam and Taitam Tuk, makes 2,400,000 gallons for the Western Districts. The Central District gets approximately a further 5 million gallons.

PRESSURE.

(f) that the force of the water from the Tai Tam Reservoir to the Central and Western districts is weak because the supplying pipe to these districts is small; and because every one draws water at the same time during the hour of supply the water cannot be forced up to the upper floors of the houses in the rider-main districts,

Reply: The water passed to the Elliott Filter Beds to supplement the Pokfulam supply is less than it could be if the Bowen Road Conduit was bigger and the pipe line extension beyond the Albany Filter Beds larger, but the maximum amount possible is being delivered. The pressure in the filtered water mains is weakened by the heavy drain caused by the simultaneous opening of taps in all the houses of a

RAINFALL.
(g) that the difference in rain fall between the Tai Tam area and the Pokfulam area is that while Tai Tam gets 8.85 inches Pokfulam gets only 3.35 inches.

Reply: The comparative rainfall quoted represents the figures for one day only. It is, however, a fact that during the recent shortage rainfall at Pokfulam has been considerably less than the rainfall at Taitam.

THE DIFFERENCE.
(2) If the above statements are correctly reported the difference on full supply and restricted supply in these two districts is only 500,000 gallons per day. What is the reason or cause therefore that the Tai Tam Reservoir could not give these two districts an additional 500,000 gallons a day in order to keep them on full supply?

Reply: It will be seen from the above detailed replies that the difference between full and restricted supply in the Central and Western Districts is approximately 2.3 million gallons a day. During the present restriction, owing to shortage at Pokfulam, which normally supplies up to 3 million gallons a day, only 500,000 gallons are being delivered. Every effort has been and is being made to supply the deficiency from Taitam and Taitam Tuk Reservoirs and the maximum amounts (1.9 million gallons) which the Conduit and pipeline will carry, have been passed to the Western District.

MEASURES.
(3) What are the measures, temporary or otherwise, taken by the Government to deal with shortage of water supply to these two most populous districts during the hot season?

Reply: The above replies show the temporary measures that have been taken to deal with the shortage of water supply which is mainly felt in the Western District. Plans for Waterworks extension both on the Island and on the Mainland are under consideration and it is hoped that a decision on the programme of works will be made at an early date.

CAR NO. 234.

TRAVELLING BETWEEN 40 AND 45 M.P.H.

Wong Hing, the new owner of Austin motor car No. 234, formerly owned by L. E. Haynes, was summoned before Mr. W. Schofield at the Kowloon Magistracy yesterday charged with dangerous driving in Nathan-road at 12.30 p.m. on July 19.

When the case was called, it was mentioned that the summons had not been served as the defendant could not be found at the Kowloon Hotel, which was the address given. Chief Inspector Aris told his Worship that the car, which was being driven by Wong Hing in Nathan Road on July 19, passed his own vehicle in a dangerous manner. The Inspector accelerated in an endeavour to overtake the car but found on reaching a speed of 35 miles per hour that it would be dangerous to continue chasing the other car and slowed down. Later car No. 234 was found at the Star Ferry.

According to C. I. Aris motor car 234 must have been travelling between 40 and 45 miles an hour. On the suggestion of the complainant, his Worship adjourned the case sine die.

COOLIE'S DEATH.

INQUIRY FOLLOWS MOTOR LORRY ACCIDENT.

Yesterday afternoon Major C. Willson and a Coroner's jury held an inquiry into the death of a coolie, who died at the Government Civil Hospital on July 22 from a fractured skull. The injury was received through the unfortunate man accidentally falling off a truck in Arsenal-street on July 20.

The deceased was unconscious throughout the two days he was in hospital.

The main object of the inquiry was to determine the speed at which the truck was travelling at the time of the accident, when on turning into Arsenal-street the deceased was jerked off his perch on top of a number of cases packed high on the truck, and fell on his head.

The driver's evidence was that the vehicle never exceeded 12 miles per hour, and this was considerably reduced on taking the bend.

The jury returned a verdict of "accidental death." They added the recommendation that high loads placed on trucks should be properly roped-in or otherwise well secured.

"How dare you speak to me!" said the girl indignantly. "I don't know you from Adam." "Well," returned the young man, unapologetically, "I would hardly

THE TATTOO.

TO BE HELD AT SOOKUMPOO IN OCTOBER.

CHANGED PLANS.

The venue of the forthcoming Grand Tattoo, originally arranged to be held at Happy Valley next month, has been transferred to Sookumpoo where the military grounds have kindly been placed at the disposal of the Tattoo General Committee by H.E. the General Officer Commanding the Military Forces.

The change of venue has been found necessary because the construction of the new drainage nullah at Happy Valley has caused more temporary dislocation of the Jockey Club's premises that had at first been anticipated by the Stewards when they consented to lend their buildings and grounds for the Tattoo.

Now, after a consultation between the Tattoo General Committee and the Jockey Club, it has been decided that the labour and expense of reconditioning the premises specially for the Tattoo would not be justified if an alternative venue could be found.

H.E. Major General C. C. Luard renewed his offer of the Military grounds at Sookumpoo, which has been gratefully accepted by the Tattoo General Committee.

ORIGINALLY SUGGESTED.

It might be mentioned that Sookumpoo was originally suggested by the Military authorities as the ideal venue for the Tattoo because of the nature of the fine surroundings which naturally lend themselves to scenic effects. It was rejected, however, in favour of Happy Valley on account of the lighting difficulties. These have now been found to be not insuperable as at first thought.

The change of venue, and the large amount of work which has to be undertaken to prepare Sookumpoo, has necessitated a further change in the dates of the Tattoo, which have now been fixed for Thursday, Friday and Saturday, October 4, 5 and 6.

THE VICE-CHAIRMANSHIP.

At a meeting of the Working Committee last night Mr. W. L. Pattenden was elected vice-chairman to succeed Mr. R. Sutherland who left by the Empress liner this morning for Canada.

The Committee last night placed on record its thanks to Mr. Sutherland for his extremely hard work in connection with the Tattoo, done during the time when he was in ill-health.

The original programme of the Tattoo has been revised and greatly improved. It will now conclude with a very spectacular scene for which Edinburgh Castle will provide the setting. The following is the suggested revised programme.

THE PROGRAMME.

- (1) Arrival of H. E. Massed Bands and Drums.
- (2) "Cathering of the Clans" being an ancient Scottish scene. (K.O.S.B. and local Societies).
- (3) Khattack Dance, (Punjabis), (One Night).
- (4) Maypole Dance, (Miss O'Keefe's Pupils), (One Night).
- (5) Highland Dancing, (Red Club) (one night).
- (6) Torchlight Display by 1/Queen's R. Regt. H.K.V.D.C. (Motor M. Gns.) St. John Amb.
- (7) Portuguese Display, (First Night).
- (8) Chinese Display, (Second Night).
- (9) Illuminated Motor Car Parade, (Third Night).
- (10) Naval Display.
- (11) Japanese fireworks, (Last Night).
- (12) Scene representing "Entry of Lowlanders and English troops into Edinburgh Castle after Killiecrankie, 1689." (K.O.S.B., Queen's and local Societies).
- (13) "Land of Hope and Glory." "Abide With Me." "God Save the King."

Wife: "Here's a story of a man in Arabia who sold his wife for a horse. You wouldn't sell me for horse, would you, darling?"

Hubby: "Of course not, dear! But I'd hate to have any one tempt me with a really good car."

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Sport Columns

INTERPORT BOWLS.

HONG KONG SELECTIONS FOR SHANGHAI.

SEVEN CHOSEN.

The Committee appointed to select the team to represent Hong Kong against Shanghai, next month, met last evening and chose the following from the names submitted by the various Clubs:

A. M. Holland (Capt.)
J. C. Brown.
A. Chapman.
A. W. Grimmit.
J. Laing.
W. Main.
Reserve: W. Macfarlane.

Our bowls correspondent, "Bias," will comment upon the team on Friday next.

WATER POLO.

LEAGUE FIXTURES FOR SEASON.

DECREASED ENTRIES.

The annual competition for the Water Polo League Shield organised by the Victoria Recreation Club will be held during the next few weeks. The programme extends from Monday, the 13th inst., to Wednesday, September 12. Play will take place, as usual, in the Victoria Recreation Club chamber, every Monday and Wednesday commencing at 6 p.m.

Entries have decreased from seven to five, but it is not expected that there will be any waning of interest in the League. The most noticeable absentee is the Kowloon British School Former Pupils' Association, who took a prominent part in the League during the last two seasons, and will naturally affect the competition to some extent. For two years they were runners-up, but the departure from the Colony of E. W. Raiton, their best player, has perhaps broken up the team.

Still some good games should be seen. At the moment the Victoria Recreation Club "A" are favourites. Other teams competing are the Victoria Recreation Club "B," the K.O.S.B., the Queen's Regiment and the Royal Navy. The Queen's are joining for the first time and their initial appearance is being looked forward to. The Royal Navy and K.O.S.B. should give a good account of themselves.

The Fixture List.

The fixtures follow:—
Monday, August 13:
K.O.S.B. v. Victoria R.C. "A".
Wednesday, August 15:
Queen's Regt. v. Victoria R.C.
Monday, August 20:
Victoria R.C. "A" v. Victoria R.C. "B".
Wednesday, August 22:
Queen's Regt. v. Royal Navy.
Monday, August 27:
K.O.S.B. v. Queen's Regt.
Wednesday, August 29:
Victoria R.C. "A" v. Royal Navy.
Monday, Sept. 3:
K.O.S.B. v. Royal Navy.
Wednesday, Sept. 5:
Queen's Regt. v. Victoria R.C. "A".
Monday, Sept. 10:
Victoria R.C. "B" v. Royal Navy.
Wednesday, Sept. 12:
K.O.S.B. v. Victoria R.C. "B".

HONG DOUBLES.

THREE PAIRS REACH SEMI-FINALS.

In the Hong Doubles tournament yesterday three ties were decided in the fourth round, as follows:—
(A) Percy and W. R. Cornaby (Messrs. Jardine, Matheson & Co.) owe 15 who went down to A. D. Humphreys and R. K. Valentine (Messrs. Dodwell & Co.) owe 15 by 6-4 and 6-1.

Li-Col. Wyatt and Rev. F. P. W. Alexander owe 15/3 beat C. L. Sandes and H. Graves (Mercantile Bank) rec. 15 by 6-2, 6-3.

W. D. Fiddes Wilson and R. Gordon (Jardine, Matheson) scr. beat C. Blaker and G. Miskin (Messrs. Gilman & Co.) owe 2/6. The tournament has now reached its semi-final stages, but there is still one more place to fill. The positions to date are as follows:—

- (1) Li-Col. Wyatt and Rev. F. P. W. Alexander owe 15/3.
- (2) W. D. Fiddes Wilson and R. Gordon (Jardine, Matheson) scr.
- (3) T. D. E. Pendered and E. D. Lawrence (A.P.C.) owe 3/6 to meet the winners of C. C. Stark and E. J. R. Mitchell owe 2/6 v. G. W. Sowell and H. Owen Hughes owe 15/2. Eventual winners to enter the semi-final.
- (4) A. D. Humphreys and R. K. Valentine (Messrs. Dodwell & Co.) owe 15.

CRICKET CHANGES.

WHERE IS THE MAN IN WHITE SUN HAT?

TOO MUCH PAD PLAY.

The truth of the old Latin saying that "times change and we with them" is peculiarly applicable to cricket. We all know the game has been revolutionised since it was first invented, and has altered even in the last years.

But how many enthusiasts realise the changes that have crept in since the war? Take, for instance, the difference between the methods of present-day bowlers and those of pre-war days. Now the fashion is to concentrate on swerve, and the talk is all of in-swingers and out-swingers and "the one that dips."

Minor attention is paid to length or spin, and even less to pace. Yet it used to be a rarity for a county to take the field without at least one fast bowler and one of medium pace who could keep an end going for hours at a time. There was no question of anyone only being able to bowl with a new ball—that is to say, limiting his effectiveness to the start of a match and just after 200 runs have been scored.

The Jam of Nawanagar (better known as "Ranjit") and C. Fry were watching a match at Lord's the other day, and they were quick to notice the difference between the style of bowling now in vogue and that of their time. It was illuminating to hear what they thought of it.

Swerve bowling and the methods adopted by batsmen to meet it are responsible for a change in the pads worn by those "out in the middle." Skeleton pads, never perhaps very popular, have vanished; the change lies in the thickness and length of those used to-day.

There is so much pad-play, and so much covering of the wicket with one's legs, that the short and thin built pre-war pads are not in favour. Their compulsory return, I fancy, would help to brighten up cricket by making batsmen rely more on their bats to protect their stumps.

Several other changes, interesting as showing the trend of fashion, occur to mind.

For instance, how often do you see a batsman using a red rubber handle to his bat in county cricket? Everyone has a black one now. Why this should be I have no idea, though no doubt the manufacturers could tell you.

And batting gloves are different. Gone apparently are the days of the old finger stalls for the right hand, with the thumb piece attached to a length of elastic that was twisted round the wrist. For the left hand the shape was that of a miniature shield with the thumb left bare.

Now we have full gloves that encase both hands and slip on with elastic wrists. With the old glove the palms were bare, and a better "feel" was obtained. At any rate, that was the idea.

One rarely sees—except in the Varsity match—a scarf worn round a player's waist. Formerly they were very popular with amateurs, and their brilliant colours lent a touch of gaiety to the field.

Finally, where are the white linen sun hats that used to be worn on a fine day? 'Tis true there has been no fear this season of our cricketers getting sun-stroke, but if the sun does shine again in any strength, who will have the courage to appear bedecked in one of these comfortable old-timers?—J.P.J. in the "Evening News."

70,000 WATCH SMASH.

Nearly 70,000 spectators watching a 100-miles motor-car race on Southport sands on June 28 were horrified when the car driven by the well-known 21-years old girl racing motorist, Miss May Cunliffe, of Meller, Derbyshire, suddenly turned several complete somersaults, records the "Weekly Dispatch."

Miss Cunliffe and her father, who was passenger, were pinned in their seats under the smashed car. Mr. Cunliffe's injuries were so serious that he died shortly afterwards. An artery in his throat was severed. Miss Cunliffe had her right arm fractured and was badly cut about the face. She was removed to Southport Infirmary.

A pathetic feature of the tragedy is that among the crowds who witnessed it were Mrs. Cunliffe, the dead man's wife, and his son.

Trying for the Lead. The race, organised by the Southport Club, was being run over a two-miles course. The car Miss Cunliffe was driving—a Sunbeam—was one in which Major Segrave performed many

BOY TENNIS WONDER

COEN'S PERFECT STYLE AND STROKE.

"MODEST, RETIRING KID."

Every lawn tennis season produces the new sensation, writes W. T. Tilden, in the "Evening Standard." Vincent Richards, Rene Lacoste, Henri Cochet, each had his year as "the Boy Wonder," but 1928 should stand long as the year that gave the youngest international tennis star to the game.

Richards, Lacoste, and Cochet were all well past eighteen years of age when they made their first international appearance. This year Wilbur F. Coen, of Kansas City, U.S.A., at the age of sixteen years and six months, makes his debut as a full fledged member of the American Davis Cup team. It is a record that should stand long.

"Junior," as he is called, is about 5 feet 7 inches in height, weighs about 9st. 5lb., and is most decidedly the highest type American boy physically and mentally. He graduated from high school with honours this spring, and is ready for any college next fall. His scholastic records won him the Honour Roll, while athletically, besides tennis, he was basketball captain of his Alma Mater.

"Junior," notwithstanding his honours in his extreme youth, is a quiet, modest, retiring kid.

His tennis game is another story. To-day he has one of the most perfect styles in the world. His ground strokes, forehand and backhand, are perfectly produced drives, steady and accurate, yet severe enough to be offensive. His volleying is good, if, yet, erratic, his overhead fair, while his service is his one apparent weakness. Yet one has but to recall Richards, Lacoste, and Cochet to see that some great players have mediocre-looking deliveries.

"Junior" started to play tennis about six or seven years ago, when he showed a natural aptitude for athletics but no great tennis genius. He began practising with a friend, Carl Meyer, in Kansas City along the general lines of style as outlined by me in my book "The Art of Lawn Tennis."

In 1924 I met "Junior" in St. Louis, and was so impressed by his style that I began to work with him on the court, offering suggestions for his development and future practice.

He has one great asset, the ability to concentrate on whatever he is doing, and he turned this to his tennis. For two years he worked along the lines of style I set him, and his progress was remarkable.

In Davis Cup Trials. This year he was invited to Augusta for the Davis Cup trials, not as a member of the squad but as a practice player. During the week there he beat John Doeg, Arnold W. Jones, and E. C. Chandler and carried me 5 sets. He was sent to Mexico with the team and placed on the Davis Cup squad as a regular.

In the trials at St. Louis before the final round of the American Zone he defeated Wilmer Allison and supplanted him on the team. Already he has won two points for the United States in Davis Cup play when paired with me. He scored in the doubles against China, and the following week he defeated Abe, Japanese champion, in four sets in the singles of the American Zone final, Japan against the United States.

I cannot expect to see Coen hit his best game in England and France on his first trip. It is asking too much of the boy, but at least I know that anyone who sees him in action will see a very great champion in the making as well as the most perfect tennis style any boy of his age has ever produced.

notable feats. The accident occurred in the 33rd lap of the race, when Miss Cunliffe was making efforts to gain the lead. She went down the straight towards the bend at a high speed, and instead of taking the bend widely, as she had done before, she took it close in, and the car overturned several times.

When the car was raised the occupants were still in their seats. It is a sad coincidence that the tragedy happened exactly a week after the announcement of Miss Cunliffe's engagement to Mr. R. H. Millington, junr., another motor racing enthusiast, whose proposal she accepted while racing at 100 m.p.h. over the sands on which her father met his death.

It may be recalled that as the result of a bad crash during a speed test two years ago Miss Cunliffe lay unconscious for three days. By reason of her experience of the Southport sands her chances were much fancied in the race, despite the fact that Captain Malcolm Campbell was among the competitors. He did, in fact, lead throughout the whole of the race until a bad trouble compelled him to retire in the 89th lap.

LONG TACK SAM.

TWO MORE NIGHTS AT THE QUEEN'S.

SUNDAY AND MONDAY.

Theatre-goers will be pleased to learn that Long Tack Sam, the world famous magician, and his company of Chinese wonder workers, will play a short return season at the Queen's Theatre on Sunday and Monday next at 9.20 p.m., according to a special advertisement in this issue. Long Tack Sam and his wonder workers are a company of Chinese artists who present an astonishing Oriental programme that includes singing, dancing, juggling, magic, contortion and a host of other stunts of a mystifying character, not forgetting that comedy prevails throughout the entire offering. The programme offered by Long Tack Sam and his versatile assistants is seemingly endless and there is snap to their work that puts various remarkable stunts over in an amazingly rapid manner. Assisting the magician are his two beautiful daughters, the Misses Mi Na and Nee Sa Long who present a number of variety turns of great attractiveness, including some charming singing and remarkably clever dancing. Advance booking for both performances is now open at the Queen's Theatre. Admission is at the popular prices of \$3, \$2 and \$1, and seats may now be reserved for the dress circle and orchestra stalls.

Recent publication is again creating considerable interest in what is taking place there, especially in view of the decision to remove the restriction scheme limiting the export of rubber from the Far East. I do not propose to make any comments here on the complicated international, financial and local problems which have been raised by these operations, and which are the subject of the publication referred to.

I have, however, frequently been asked if such a scheme could pay. Assuming for the moment that labour, climate and soil conditions, etc., are satisfactory, and that planting could be carried out on a large scale, in the country as a practical proposition, the main point that matters is, would it pay? This depends on many factors. It is now generally known that a particular scheme proved a disappointment, for many reasons, but after a couple of years of experience in Liberia, I am convinced that, even if it had proved practically possible to open up extensive areas, the cost of doing so would have been prohibitive.

WHY WEST AFRICA? "Why was West Africa selected and particularly Liberia?" The fact that American interests concerned desired to "produce their own rubber" in a sphere free from any possible foreign influence was one reason.

But no such intangible benefit alone would serve to commit hard-headed business men, Americans or otherwise, to such an undertaking unless they were satisfied that it was a sound financial proposition. Even if general conditions approximated to those of other tropical countries, where rubber has been successfully planted, some special and more concrete advantages would be necessary, to encourage them to open up in an unknown and untried land by preference. As West Africa admittedly held many disadvantages over the East, it may well be wondered why Liberia was chosen.

The answer is this: It was believed that rubber could be planted, on the most up-to-date lines, in the Republic, at a capital cost of \$20 per acre. Moreover, costs of production were estimated to compare most favourably with those of any part of the world.

This statement was the most startling of the many announcements made. It brought forth criticism, and was challenged from serious quarters. In the light of after events it would have paid handsomely if more attention had been given to such criticism.

AN ESTIMATE BY EXPERTS. This estimated cost of \$20 per acre was not arrived at by guesswork on the part of inexperienced Americans, as was generally assumed. It was compiled by experts employed to survey the situation and report thoroughly. Their conclusions are reported in imposing, detailed budgets, but considering the vast amount of other and fully reliable data available, relating to costing records of the industry, it is surprising that they carried so much weight.

That rubber costs \$50 to \$80 per acre to bring to maturity is an established fact, and even at this it requires work to be on a most economical basis, under the best general conditions available in the tropics; it is therefore surprising and seems almost incredible that the start of such an enormous undertaking as the Liberian enterprise was based on the unproved statements of a couple of more individual persons, as against standard facts of results everywhere else.

THE LION AND THE MOUSE. The fable of the lion and the mouse is familiar to all, how the little mouse saved the lion's life by nibbling away the meshes of the net in which he had been caught. It is in precisely the same way that Pinkettes work gently but surely these dainty little laxatives set sufferers free from constipation and torpid liver, thus rescuing them from the sick headaches and other ailments that arise therefrom. Chemists everywhere sell Pinkettes, or post free, 50 cents per box, from the Dr. Williams' Medicine Co., 60, Kluge Road, Shanghai.

being screened under the title of "The Boy Friend" at the World Theatre for annual performances to-day. John Harrison and Marceling Day play the leading roles in a story centered around the adventures of a girl living in a town, who is told that her winsomeness and beauty is being wasted "on the desert air," and that the proper place for her is New York. She makes up her mind to go.

In an endeavour to hold her back, the "boy friend" (John Harrison) and the girl's parents desire to stage a party which leads to a thrilling climax.

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RUBBER INDUSTRY.

\$200 PER ACRE IN LIBERIA.

PROBABLE COST.

Reasons for the disappointing results obtained by rubber planters in Liberia are given below in a letter by one of their number:—
"We hope to break the foreign crude rubber monopoly by producing a considerable percentage of the rubber supply needed by America from our African plantations. Motorists of the United States will then be freed from paying rubber tributes abroad."

"We have plantation developments begun or projected in a half-dozen places—the whole concession of 1,000,000 acres is to be brought under cultivation. Soon afterwards our production will supply at least half of American consumption."

"We have unlimited labour available and we expect ultimately to employ no less than 300,000 men."

"Liberia will free the American automobilists from foreign tribute."

BOASTFUL ANNOUNCEMENT. Such were some of the announcements made a few years ago, which focused public attention on the West Coast, on Liberia in particular, when it first became known that American interests had secured a million-acre concession in the African republic, with the object of planting this area up with rubber.

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MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	2/- 1/2
Bank, on demand	—
Bank, 30 days' sight	2/- 3/16
Bank, 4 months' sight	2/- 1/2
Credits, 4 months' sight	2/1 1/2
Documentary 4 months' sight	2/1 1/2
On Paris—	
On demand	1247 1/2
Credits, 4 months' sight	1322 1/2
On Berlin—	
On demand	—
On New York—	
On demand	49
Credits, 60 days' sight	50 1/2
On Bombay—	
Wire	135
On demand	135
On Calcutta—	
Wire	135
On demand	135
On Singapore—	
On demand	87
On Manila—	
On demand	98 1/2
On Shanghai—	
On demand	76 1/2
30 days' sight (private paper)	—
On Yokohama—	
On demand	107 1/2
Gold Leaf, 100 fine	—
Sovereigns (Bank's buying rate)	9.60
Silver (per oz.)	27 1/2
Bar Silver in Hong Kong—	
Chinese Copper Cash prem.	4 1/2
Chinese Copper Cents 6% prem.	—
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	25 1/2
Hong Kong Sub. Coin Par.	—

LONDON EXCHANGES.

London, Yesterday.	
Paris	124.20
New York	4.85 15/32
Brussels	34.90
Geneva	25.22
Amsterdam	12.09 1/2
Milan	92.80
Berlin	20.36
Stockholm	18.14
Copenhagen	18.19
Oslo	18.19
Vienna	34.406
Prague	163 1/2
Helsingfors	192 1/2
Madrid	29.145
Lisbon	2 7/32
Athens	374 1/2
Bucharest	799 1/2
Rio	5 25/32
Buenos Aires	47 7/16
Bombay	1/5 1/2
Shanghai	2/7 1/2
Hong Kong	2/0 1/2
Yokohama	1/10 13/32
Silver Spot & Forward	27 1/2

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THE SHARE MARKET.

Stock	Hong Kong Stock Exchange	
T.T. on London	2/- 1/2	
T.T. on Shanghai	70 1/2	
Banks.		
Hongkong Bank	\$1277 1/2 b	
do. Lon. Reg.	\$180 1/4 b	
Chartered Bank	\$22 1/2 n	
Mercantile A. & C.	\$26 n	
do. G.	\$14 1/2 b	
P. & O. Bank	\$29 1/2 n	
Bank of East Asia	\$76 b	
Insurance.		
Canton Insurance	\$340 b	
Union Insurance	\$347 1/2 b	
North China Insurance	\$146 b	
Yangtze Insurance	\$30 n	
China Underwriters	\$24 b	
China Fire Insurance	\$245 b	
H.K. Fire Insurance	\$780 b	
Shipping.		
Douglas	\$384 b	
H.K. Steamship	\$204 b	
H.K. Tugs & Lighters	\$2 n	
Indo-China (Pref.)	\$35 n	
do. (Def.)	\$70 n	
Shell Transports	100/- n	
Water-boats	\$20 1/4 b 20 1/2	
Mining.		
Benguet	\$1.85 b	
Kallan Mining Ad.	58/- b 60/-	
Langkate (Combined)	\$11 s	
do. (Single)	\$24 s	
Shanghai Explorations	\$7 1/2 s	
Shanghai Loans	\$13 1/2 s	
Randa	\$4 1/2 b	
Tromoh Mines	17/8 b	
Docks, Wharves, Godowns, &c.		
H.K. & S. Wharves	\$138 s	
H.K. & S. Docks	\$40 s	
China Providents	\$4.95 b 5.10 s	
Hongkows	\$116 n	
New Engineering	\$75 n	
Shanghai Docks	\$100 n	
Cotton Mills.		
Ewo Cottons	\$8.80 n	
Oriental Cotton	\$2 1/2 s	
Shai Cottons (Old)	\$1.51 n	
do. (New)	\$2.74 n	
Lands, Hotels & Bldgs.		
H.K. & S. Hotels	\$8.00 b	
Hongkong Lands	\$66 1/2 b 67 1/2 sa	
Shanghai Lands	\$118 b	
Humphreys Estates	\$14.85 b	
Hongkong Realities	\$7 1/2 s	
H.K. Territorials	—	
Prince's Buildings	—	
Public Utilities.		
H.K. Tramways	\$24.60 b	
Peak Trams (old)	\$13 b	
do. (new)	\$8 s	
Star Ferries	\$64 1/2 s	
China Lights (comb.)	—	
do. (old)	\$11.20 b	
do. (new)	\$11.10 b	
do. 1923 Issue	\$11.10 b	
H.K. Electric	\$40 1/2 b	
Electric (new)		\$48 1/2 b
Macro Electric	\$26 1/2 b	
China Telephones	\$6 1/2 b & sa	
China Buses	\$10 1/2 b	
Singapore Tractions	\$10 1/2 b	
do. Prof.	17/8 b	
Industrials.		
Yima Sugars	\$2 1/2 s	
Maion Sugars	\$24 1/2 s	
Canton	\$3.70 s	
Cements (comb.)	\$9.05 b	
do. (old)	\$8 s	
do. (new)	\$1 1/2 s	
H.K. Ropes (old)	\$6.80 n	
do. (new)	\$6 1/2 s	
United Asbestos	\$8 1/2 s	
Stores, &c.		
Dairy	\$21.10 b 21 1/2	
Watsons	\$15 sa	
Der A. Wings	50 cts. sa	
Jane, Crawford	\$2 1/2 s	
Macintosh	\$20 b	
Sincere	\$5 1/2 b	
Wm. Zolla	\$3 b	
Miscellaneous.		
R. Amusements	\$26 1/2 b	
H.K. Constructions	\$1 1/2 s	
B. Ind. G. Bonds	63 1/2 n	

For shirts..



that "play the game"

A good "sportsman" in every sense of the word, is "Viyella" fine flannel. From the first day to the last day of a long life, this light, rich-looking fabric will never let you down. It protects your health by absorbing excessive moisture and radiating it, and the most destructive moisture or the hardest wear will not weaken its allegiance.

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OCCULT GAME.

DEFENCE IN SETTLEMENT
INCIDENT.

HUSBAND SUED.

A case in which the defendant was described as the "amorous husband of the French farce to perfection" came before Mr. Justice Swift and a special jury in the King's Bench. Mrs. Ella Wingfield suing Mr. Edwin Percy Harvey, of Culmore Croft, Witley, Surrey, in respect of an alleged settlement.

Sergeant Sullivan, K.C. for the plaintiff, said his client was married but quarrelled with her husband, and later took to a dishonourable mode of life. The defendant became acquainted with her, and after she had served a term of imprisonment following a raid on her house, she became his mistress. He bought for her a villa in the South of France. On September 6, 1923, being probably advised that settlements are unwise, he paid to her bankers £6,000 to provide an independent source of money for her.

Afterwards the defendant returned to his wife, but found that his distaste for her had in no way mitigated, and he wanted to go back to his mistress. The association between Mr. Harvey and Mrs. Wingfield was resumed in London, but it became clear that it would have to come to an end. He was dreadfully afraid of scandal, and he wanted to prepare himself and her for the inevitable parting.

First he spoke about settling £650 a year on her by his will, but it was decided that she should have £500 during his lifetime. A document to this effect was signed, and on the same day he gave her a cheque for £150 as the first quarterly instalment.

FORGERY ALLEGATION.
"The defendant says that the document is a forgery," said Sergeant Sullivan, in conclusion. "His story is that at some time and date unknown she asked him to play a game consisting of his writing his name on a blank sheet of paper to amuse her. He now says that the document was forged round that signature on the blank piece of paper."

Evidence was given by Mrs. Wingfield, who, describing how Mr. Harvey came to draw up the settlement bond, said: "Mr. Harvey could never get his wife to divorce him and would never have the pluck to live with me openly, and so he made this settlement." The settlement was made for "the term of her natural life," but after a time, he ceased to pay her.

Cross-examining, Mr. Ronald Oliver, K.C., asked: Was the £600 a year settlement a provision for a mistress whom he was abandoning?—It was a provision for me when he should leave me.

Mr. Arthur Hunter, a solicitor, of Lincoln's Inn Fields, to whom

Mrs. Wingfield went for advice about the wording of the document, was asked by Mr. Justice Swift: "Do you think that the document was typewritten round the signature?"

"I see nothing on the document which would cause me to suspect that the signature was put there first and the document engrossed afterwards," replied Mr. Hunter.

Do you think it is possible that it was done that way?—The signature to all intents and purposes, has been put there after the document was engrossed.

Mr. Harvey, in evidence, said he was married 21 years ago. When he was living with Mrs. Wingfield in the South of France, after having provided her with a villa and £6,000 in War Bonds, he wrote to his wife asking her to divorce him and telling her that he was living with another woman, but she refused. Afterwards he went home to his wife on the suggestion of Mrs. Wingfield.

Mr. Justice Swift: "Didn't you want to go?—I could not make up my mind whether to go or not."

OCCULTISM AND WHISKY.
Describing the incident when he said that he signed the blank piece of paper, which he alleged was afterwards used for the document, Mr. Harvey said that he had been to the dentist's, and afterwards went to Mrs. Wingfield's house.

"She brought out some cards, a book on occultism, and a bottle of whisky. She talked a lot about occultism, and gave me a good deal of whisky. She said that by doing certain things she could bring things to pass. I did not believe a word of it. It was nonsense."

"She then produced some sheets of paper and said: 'If you think of everything you want to happen, and I think of everything I want to happen, we will sign these papers, and I will put them under my pillow and they will come true.'"

Mr. Justice Swift: Under a pillow. Not under a typewriter? (Laughter.)

"I thought it was foolish," added Mr. Harvey, "but I thought I would humour her, so I signed my blank piece of paper and she signed hers."

Rear-Admiral William Frederick Blunt, whose death is reported, was in China during the Boxer Rebellion in command of H.M.S. "Esk," and received the China Medal. On the outbreak of the Great War he took the "Fearless" into action at the Battle of the Heligoland Bight. In the same ship he also took part in the Christmas Day raid on Cuxhaven in 1914. In command of the old battleship "Jupiter" he saw much service at Aden and in the Suez Canal. In command of the cruiser "Gloucester" in the Grand Fleet, he was present at the battle of Jutland. Later he commanded the cruisers "Achilles" and "Derwick," employed chiefly on the Atlantic Convoy Service.

SERIOUS AFFAIR.

CHARGE AGAINST AN F.M.S. PLANTER.

A SERVANT'S DEATH.

Kuala Lumpur, July 26.

Serious allegations were made against a planter at an inquest held on a Chinese tukan ayer at Telok Anson on Monday, and as a consequence he is to be prosecuted on a charge of causing death by a rash act.

The deceased was employed at a bungalow on Jenderata Estate, Telok Anson, and at the inquest it was alleged by a house boy employed by Mr. Christensen, assistant manager of the estate, that on May 31 Mr. Christensen came home after midnight and called out to the servants, both of whom were sleeping in the kitchen. He stated that Mr. Christensen hit the deceased one blow, and that deceased was subsequently taken ill and died.

Medical evidence showed that death was due to a ruptured spleen. The magistrate framed the charge stated above against Mr. Christensen, and the case will come up next week.—"Straits Times."

DOG PILLS.

TAKEN INSTEAD OF QUININE.

Simla, July 12.

Pritam Singh, son of Lieutenant Lakha Singh, who was due to sail for England to join the Sandhurst Military College, died in tragic circumstances while staying as the guest of his cousin, an income tax officer, at Hoshiarpur. He and other members of the family suffered from malaria and ordered quinine pills from the District Medical Officer.

Immediately after taking the pills all showed effects of poisoning, and it was discovered that they had taken dog pills instead of quinine.

Pritam Singh succumbed. The others are improving.

Mr. Amery, Secretary for the Colonies (Birmingham, Sparkbrook), replying to a question by Mr. Robinson (Elland, Lab.), said: The total estimated expense chargeable to Imperial Funds in respect of the Under-Secretary's recent tour in the Far East is £845, exclusive of the expenses (estimated at £387) of a member of the staff of the Empire Marketing Board who accompanied Mr. Ormsby-Gore. Apart from this latter sum, which will be defrayed from the Empire Marketing Fund, the total cost of Mr. Ormsby-Gore's visit chargeable to Imperial Funds will be borne on the Colonial Office Vote. No foreign country other than Java, which the Under-Secretary visited in the interests of agricultural research and development in Ceylon and British Malaya, was included in his itinerary.

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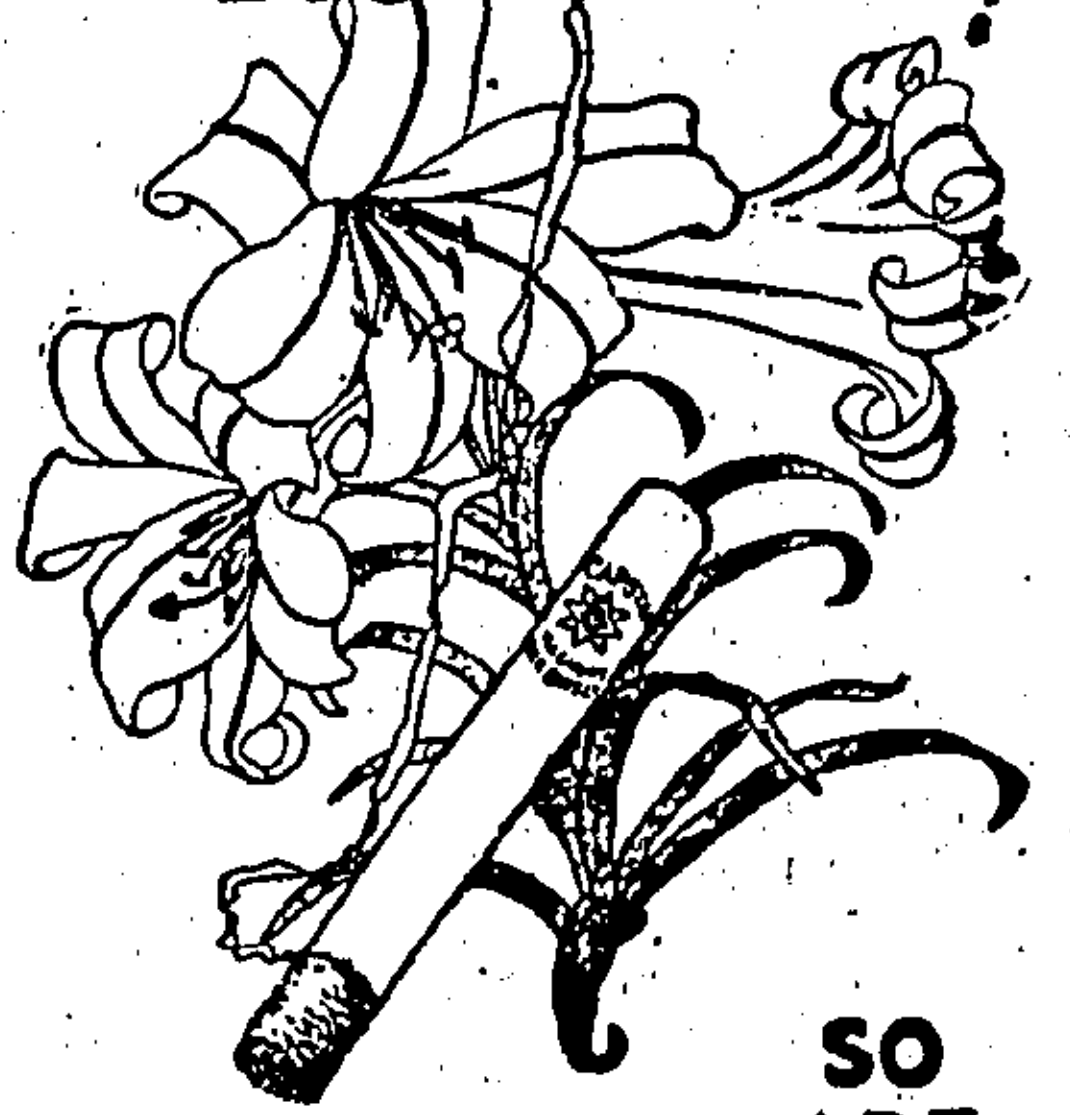
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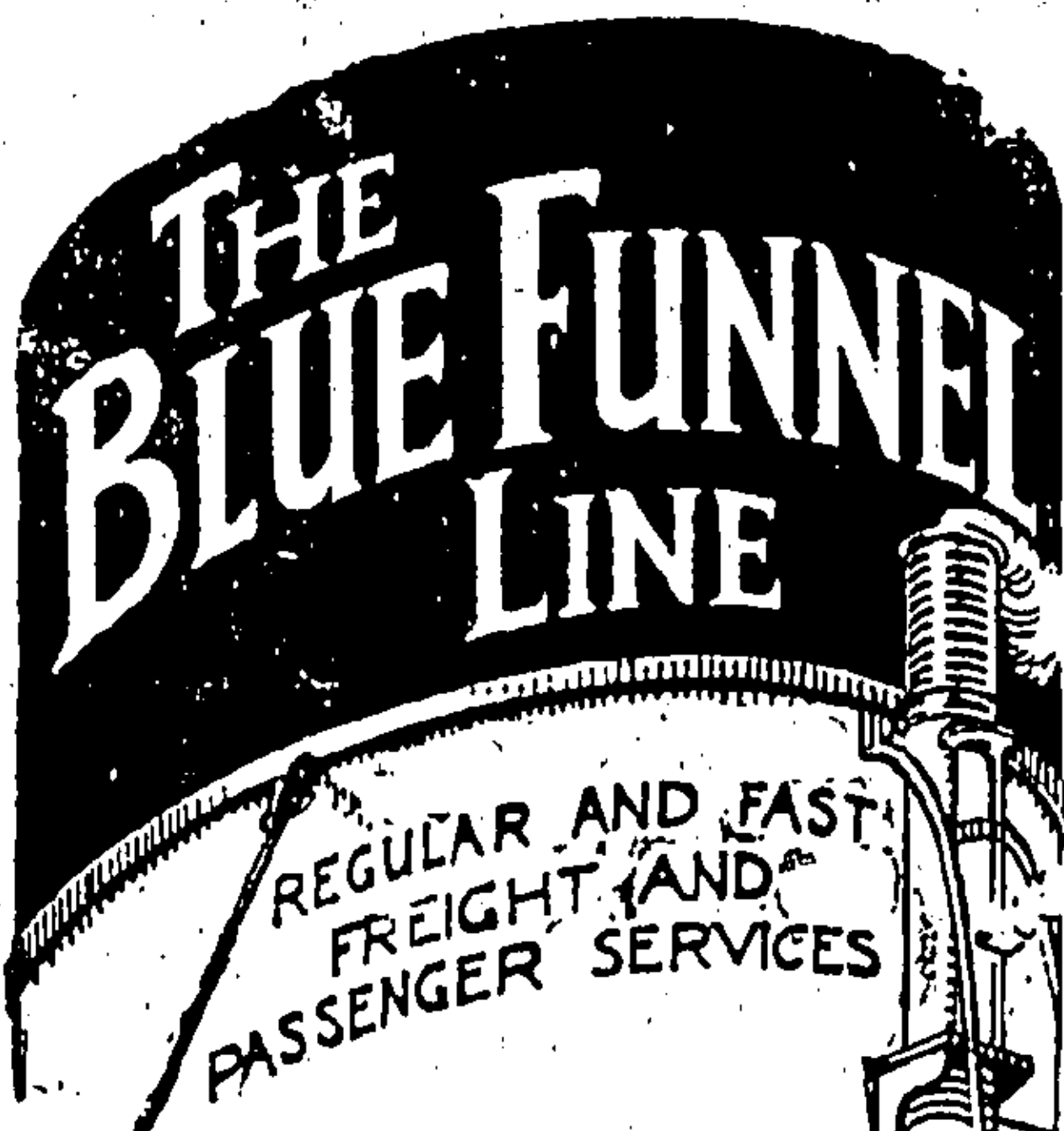
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"ANTIOCHUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow
"TEUCER" 22nd Aug. Havre, Liverpool & Glasgow

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"LYON" 13th Aug. Victoria, Vancouver & Seattle
"TYNDAREUS" 15th Sept. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"LYON" 24th Aug. New York, Boston & Baltimore
"PHILOS" 17th Sept. New York, Boston & Baltimore

PASSENGER SERVICE.

"AENEAS" 4th Sept. Singapore, Marseilles & London
"SARPEDEUS" 5th Oct. Singapore, Marseilles & London

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"PHILOS" due 9th Aug. Shanghai, Kobe & Yokohama
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POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAILS.

From	Per	
Shanghai and Amoy	THURSDAY, AUGUST 9.	Kanchow
Europe via Suez (Letters only)	FRIDAY, AUGUST 10.	Glenamoy
Japan and Shanghai	July	Atsuta Maru
U.S.A., Honolulu, Japan and Shanghai	SATURDAY, AUGUST 11.	President Harrison
Europe via Negapatam (Paper only London, 12th July)		Bellerophon
U.S.A., Honolulu, Japan and Shanghai	MONDAY, AUGUST 13.	President Pierce
Saigon	TUESDAY, AUGUST 14.	Porthos
Australia and Manila	THURSDAY, AUGUST 16.	Tango Maru
U.S.A., Canada, Japan and Shanghai	FRIDAY, AUGUST 17.	President Jackson
U.S.A., Canada, Japan and Shanghai	MONDAY, AUGUST 20.	Empress of Russia

OUTWARD MAILS.

For	Per	
Sam Shui and Wuchow	WEDNESDAY, AUGUST 8.	Kong Ning 4.30 p.m.
Japan		Tanda 5 p.m.
Shanghai		Tennessee 6 p.m.
Amoy and Formosa via Swatow	THURSDAY, AUGUST 9.	Deli Maru 10.30 a.m.
Swatow		Hydrangea 2.30 p.m.
Swatow, Amoy and Poochow	FRIDAY, AUGUST 10.	Haiyang 2 p.m.
Shanghai and Europe via Siberia		Soochow 6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 10 Sept. K.P.O. Registration 4.30 p.m. Letters (Aug. 11th) 9 a.m. G.P.O. Registration 8.45 a.m. Letters 9.30 a.m.		Atsuta Maru
Shanghai	SATURDAY, AUGUST 11.	Glenamoy 12.30 p.m.
Wei Hai Wei		Kueichow 2.30 p.m.
Manila		Pres. Harrison 5 p.m.
Japan		Glenluce 5 p.m.
Straits		Glenluce 5 p.m.
Shanghai and Europe via Siberia		Soochow 6 p.m.
Bangkok via Swatow	SUNDAY, AUGUST 12.	Kalgan 9 a.m.
Swatow, Amoy and Formosa		Hozan Maru 9 a.m.
Swatow	MONDAY, AUGUST 13.	Kanchow 10.30 a.m.
Straits and Calcutta. Parcels noon. Letters 1 p.m.		Kutsang
Shanghai. Parcels 2 p.m. Parcels 4.15 p.m. Letters 6 p.m.		President Madison
Japan, Honolulu, U.S.A., C. & S. America and Europe via San Francisco—due San Francisco, 5th Sept. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.		President Madison

*Correspondence bearing vessel's name only.

THE MARKING OF PRODUCE.

RECENT ACT.

COMMITTEE TO SUPERVISE THE WORKING.

BRITISH AGRICULTURE.

London, Yesterday.
The Government has appointed a committee to supervise the carrying out of an act, which has recently been passed by Parliament for the grading and marking of agricultural produce.

The Chairman of the committee is Lord Darling, the well-known former judge and other members are Sir F. A. Jones, legal adviser to the Ministry of Agriculture and Sir William Peat, the eminent chartered accountant.

The Committee will have power to authorise the use of the mark and to suspend or revoke the right to use it in individual cases if necessary. They will watch the general working of the scheme and advise the Government on any changes as experience may prove to be necessary.

A Trade Committee has been set up to deal with applications. The national mark system is regarded as a great reform in the marketing of British-grown produce.

The mark which will identify produce as British and guarantee a specified standard will be a man of England with a circle enclosing the Union Jack. It will be applied at the outset to fruit, beginning with apples and pears from September 1. It will be extended to include a number of other indications of the identity of the used so that complaints can be followed up.

The scheme is a voluntary one, but if the goods should not conform with the standard specified the purchaser will be entitled to recover damages for breach of warranty or breach of contract.—British Wireless Service.

Marking of Tea.

The Board of Trade has referred to a Standing Committee the application for an Order-in-Council to require the marking and indication of origin of imported tea.

The committee will consider whether tea should be marked on sale, on exposure for sale or on importation.—Reuter.

U.S. PRESIDENCY.

PRESIDENT COOLIDGE'S PREDICTION.

"HOOVER A CERTAINTY."

Superior, Wisconsin, Yesterday.
Temporarily abandoning his traditional avoidance of prophecy, President Coolidge has told a friend that he considered it almost certain that Hoover would be elected President in November. He added that he intended personally to participate in the campaign on Hoover's behalf.

The President spent the day poring over the preliminary budget estimate for 1930 when a \$3,700,000,000 budget is forecast, including \$659,000,000 for national defence compared with \$620,000,000 for the current year.—Reuter's American Service.

COURTNEY'S PLANE.

PICKED-UP BY ITALIAN STEAMER.

CREW REACH DESTINATION.

New York, Yesterday.
Capt. Courtney's abandoned flying boat has been picked up by the Italian steamer "Valparaiso" en route to Nova Scotia from Algeria.

In New York.
Capt. Courtney and his three companions have arrived in the s.s. "Minnewaukan"—Reuter's American Service.

INDIA LOAN.

23 CRORES OF RUPEES APPLIED FOR.

Bombay, Yesterday.
Subscriptions to the Government of India loan, which opened yesterday will close on the 18th inst. Applications have amounted to approximately 22 crores of rupees.—Reuter.

ASSISTING SPAIN'S CURRENCY.

LARGE CREDITS.

FACILITIES FROM LONDON AND NEW YORK BANKS.

TO CHECK SPECULATION.

Madrid, Yesterday.
The Ministry of Finance announces that the leading bankers of London and New York have extended very considerable credits to the Bank of Spain with a view to facilitating control of the currency.

An Exchange Syndicate has been formed in London, headed by the Midland Bank and includes Barclays, Lloyds and the Westminster Banks, while the New York group, organised by Morgans, comprises the leading United States' Banks.

The Committee in Control of the exchange, created by decree on June 25, solicited this assistance with a view to checking international speculation in the peseta.—Reuter.

S.S. "KALYAN'S" S.O.S.

ON FIRE OUTSIDE WOOSUNG.

PASSENGERS SAFE.

Shanghai, Yesterday.
The P. and O. s.s. "Kalyan" from Hong Kong caught fire outside Woosung last night in number three hold. In response to an S.O.S., which was subsequently cancelled, fire floats and tugs proceeded to the scene.

The origin has not transpired, but the fire was got under control. The thirty-one passengers are reported to be safe.

Later.
The s.s. "Kalyan" came alongside the Hongkew wharf at 7.15 a.m.—Reuter.

HUGE FLYING BOAT.

THE "ROMAR" COMPLETES SUCCESSFUL TRIALS.

SOUTH ATLANTIC SERVICE.

Berlin, Yesterday.
A successful trial flight has been held in Travemunde harbour of the world's biggest flying boat, "Romar," which weighs fifteen tons. The machine rose in fifteen seconds and manoeuvred in the air for a quarter of an hour.

Two similar machines are being constructed at the Rohrbach works and will be utilised as passenger planes on a proposed south Atlantic service.—Reuter.

ILLINOIS DISASTER.

COLLISION CAUSED BY PIPE FALLING FROM TRAIN.

New York, Yesterday.
The double derailment at Cairo, (Illinois), was caused by an iron pipe twenty feet in length and two feet in diameter, which apparently fell on the track from a goods train. It was first hit by the Northbound train, and hurled on to the Southbound track at the exact moment that the Chicago-New Orleans express was approaching.—Reuter's American Service.

PARIS "REDS."

EIGHT OF THE ARRESTED CHARGED.

Paris, Yesterday.
Only eight of the men arrested in connection with the Communist plot have been charged, including the Deputy-Mayor of Ivry, who was arrested for inciting rioters.—Reuter.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand, to-day was 2/0 3/16.

BATTLEFIELDS OF THE GREAT WAR.

11,000 PILGRIMS.

PRINCE OF WALES TAKES AN ACTIVE PART.

INTERESTING CEREMONIES.

London, Yesterday.
H.R.H. the Prince of Wales landed in France to-day to visit the battlefields of the Great War, in association with 11,000 pilgrims, who had already arrived from England.

Arriving at Boulogne, he was received at the quayside by Major Horton Mayor and a body of local British Legionnaires. He was greeted with loud cheering, which he smilingly acknowledged.

After luncheon simply at the Station refreshment Buffet with General Trotter, he proceeded by motor-car to Saint Omer, the British General headquarters, and Bethune.

At Bethune His Royal Highness was again welcomed with the greatest enthusiasm not only by the pilgrims but by the local population.

In the Market Square, Admiral of the Fleet, Lord Jellicoe, as President of the British Legion, received the Prince on a dais, which was bedecked with British and French flags, which had been erected in front of the famous belfry of Bethune.

As the Prince reached the square he was received with a fanfare of trumpets.

His Royal Highness thanked the Reception Committee of the Departments of Somme and Pas de Calais for the arrangements which they had made for the reception of the British pilgrims.

The Prince then went on to Lille where he will stay the night. He proceeds to-morrow to Ypres to attend a great memorial service at Menin Gate.—British Wireless Service.

NAVAL DISASTER.

COMMUNICATION WITH THE SUBMERGED SUBMARINE.

CREW ASPHYXIATED.

Rome, Yesterday.
The submarine F14 has been located. The destroyer "Aquila" is anchored near the spot and despite the unfavourable weather has succeeded in installing a tube to supply air to the submarine and fasten a steel cable to the hull. Communication is still maintained with the crew of the submarine whose asphyxiation is damaged.

All Dead.

Rome, Yesterday.
As the result of frantic and unremitting toil salvagers have raised submarine F14 after 36 hours' submersion but the entire crew of 31 is dead, having been asphyxiated.—Reuter.

[A telegram from Rome of yesterday's date stated that in the course of exercises, seven miles west of Brioni Island, the Italian submarine F14 came to the surface under the bows of the Italian destroyer "Misorio".]

It was impossible to avert a collision and the submarine sank immediately.

The wrecked craft is lying in twenty fathoms of water and the weather at present does not favour rescuers of the crew.]

"AN ACCIDENT."

BOWL THROWN AT YOUTH'S HEAD.

COURT SEQUEL.

A quarrel over a money debt resulted in a Chinese appearing before Mr. W. Schofield, at the Kowloon Magistracy this morning, in answer to a charge of assaulting a youth with an earthenware bowl at Hungnam Police Station.

Sub-inspector James said the bowl was thrown and inflicted two severe cuts, necessitating complaint's removal to hospital.

Defendant said that it was quite an accident that the wound was inflicted. He admitted quarrelling with the complainant.

The magistrate ordered both parties to sign a bond in \$50 to keep the peace for a year. In addition the defendant was fined \$15 and also ordered to pay \$5 as amends to complainant.

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With **ADOLPHE MENJOU AND PAULINE STARKE**

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